

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXII., No. 36.]

SATURDAY, SEPTEMBER 2, 1876.

[WHOLE No. 2,106, VOL. XLIX.]

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The Great Coal Sale.....	1109
Marietta and Cincinnati Railroad.....	1110
Interest on Tennessee State Bonds.....	1111
Mobile and Alabama Grand Trunk Railway.....	1111
St. Joseph and Denver City Railway.....	1111
Boston, Stoneham and Lowell Railroad.....	1111
Memphis and St. Louis Railway.....	1111
Albert County Railway.....	1111
Consolidation Coal Company.....	1109, 1112
Iron Rails.....	1112
Direct Trade with Europe via Halifax.....	1113
Erie Railway.....	1113
City Passenger R. R. Share and Bond Lists.....	1114
Railroad Earnings.....	1115
Federal and State Securities.....	1116
Railroad Bond and Share Lists.....	1117, 1126
Financial and Commercial Affairs.....	1133
The New United States 4½ per Cent. Loan.....	1135
Railroad and Canal Dividend Statement.....	1137
Bleeker Street and Fulton Ferry Railroad.....	1138

American Railroad Journal.

New York, Saturday, September 2, 1876.

The Great Coal Sale.

The result of the sale of Anthracite Coal, by auction, to the extent of half a million tons, which was made on Tuesday, at the instance of the great coal companies, was not so favorable as could have been desired, and by many expected, yet affords abundant cause for congratulation. In the first place, the crisis was fairly and fully met. There was no effort to "support the market;" to give to the prices obtained any artificial bolstering. The quantity offered—500,000 tons—was in excess of the requirements of the market at the moment. The sale was made at a time when much of the summer steamboating draws to an end, and when many householders have laid in their winter supplies. Thus, with an excessive offering, there were many obstacles to the development of the full strength of the market. The following is a comparison of prices, with those obtained at the last sale that was made previous to the formation of the combination which has been but recently dissolved;

Description.	Aug., 1876.	Jan., 1872.
Steamboat	\$2 80	\$3 77½
Grate	2 77½	3 59½
Egg	2 77½	3 51
Stove	3 60	4 09
Chestnut.....	2 72½	3 37½

Then, the offering was only a hundred thousand tons; now, it is half a million tons; then, the sale took place at the season of the year when inland navigation is suspended, and prices are generally dearest; now, the sale has taken place under circumstances of peculiar adversity. In this view, what other great staple has been so well supported? Not cotton nor cotton goods; not wool nor woolen goods; not flour, or meal, or grain; not iron and its manufactures; not dairy products. A re-adjustment of wages in the mining regions, and economy in the cost of transportation, must of necessity follow this reduction in the prices of coal; but this is nothing more than has already been accomplished in other important branches of industry.

The daily press croaks violently over this sale. It must have its sensation, whatever evils may be caused. The simple fact is, the coal trade has reached by a single bound the lower plane of values, which other great interests have arrived at by slow and painful steps extending over a period of three years.

The sale has been followed by a general expression of confidence that the worst is past; that the future promises a steady improvement; and we have but to look at the matter calmly and dispassionately, to find this confidence growing in strength, with all its beneficent influences upon trade and manufactures.

Consolidation Coal Company.

We give elsewhere the text of the decision of Judge Pease in the case of the State of Maryland against the Consolidation Coal Company, which was filed in the Allegany County Court at Cumberland, Md., on the 23d ult., overruling the demurrer to defendants' pleading, and dismissing the petition of the State. The case grows out of the act passed at the late session of the Legislature amending the charter of the Cumberland and Pennsylvania Railroad Company in such a manner as to reduce its tolls for the carrying of coal

from the different mines on its line so as not to exceed two cents per ton per mile when and where the distance of such transportation shall exceed ten miles. Another act provides also that if the said railroad company refuse to furnish cars to any person or corporation mining coal, then such person or corporation may furnish the necessary cars, and the railroad company shall provide the motive power therefor. The acts above referred to were approved on the 14th of March last. In the meantime, however, it appears that the Consolidation Coal Company, whose charter, it is claimed, gives it the power to own and operate railroads, and which had a large interest in the Cumberland and Pennsylvania road, took steps to and did acquire the ownership of the said railroad. This was done by the Consolidation Company with the view, of course, of avoiding the reduction made by the Legislature in the rate of carrying coal for other companies, as prescribed in the amendments to the charter of the Cumberland and Pennsylvania Railroad Company.

The State held that the whole proceeding of the Consolidation Company was illegal—outside of its charter—and instituted suit accordingly. The object of the State was to force the Consolidation Company in acquiring the ownership of the railroad either to operate the road under the amended charter, or to bring it under the general railroad law of the State, passed also at the last session, and which allows not exceeding 1½ cents per ton per mile for coal. The average rate of toll on this road has been something over three cents per ton per mile, and the average haul about fifteen miles. The rates, in fact, have been from three to five cents per ton per mile, according to distance. The amended charter allows four cents per ton per mile for distances not exceeding four miles, three cents for distances not exceeding ten miles, and over ten miles, at which the bulk of the business is done, two cents per mile. The counsel in the case on the part of the defendants were Wm. M. Evarts, of New York; Wm. Pinkney Whyte, J. H. Gordon, of Cumberland, and John P. Poe. On behalf of the State the case was conducted by Attorney General Gwynn. One element of importance of the decision in this case, and the control of the Cumberland and Pennsyl-

vania Railroad, is the fact that the Consolidation Company is the largest operator and shipper of coal in the whole Cumberland region.

Marietta and Cincinnati Railroad.

The earnings of this road for the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
From passengers....	\$514,098 50	\$478,692 22
" freight.....	1,889,887 88	1,029,941 93
" mail.....	115,060 13	87,387 00
" express.....	59,910 81	55,722 16
" telegraph....	8,508 47	9,381 57
" miscellaneous.	7,044 85	5,940 41
	\$2,094,510 64	\$1,662,015 29

Expenses, viz:

Machinery depart....	\$565,801 00	\$433,162 31
Road department....	468,876 54	394,069 93
Transportation depart	391,350 69	337,457 51
Mileage of cars.....	48,159 38	22,018 11
Telegraph department	28,259 83	24,916 06
General expenses....	68,912 45	78,966 18

	\$1,671,859 89	\$1,290,590 50
Earnings more than expenses.....	\$523,150 75	\$371,424 79

The ratio of working expenses in 1874 was 75 per cent; in 1875 it was 77.65 per cent. The decrease in gross earnings was \$432,495 25; the decrease in expenses was \$280,769 39; and the decrease in net earnings was \$151,725 96.

There was a decrease in the number of through passengers of 3,257, and in revenue a decrease of \$22,335 04; an increase in the number of local passengers of 80,968, and a decrease in revenue of \$14,731 12. The increase in the number of passengers is principally between Cincinnati and suburban stations. The decrease in revenue is mainly for passengers carried long distances.

The total number of passengers, through and local, carried during the year was 684,469—an increase in number of 76,966, and a decrease in revenue of \$40,406 28, as compared with 1874.

There was a decrease of 108,088 tons of through freight transported, and a decrease in revenue thereon of \$235,983 79.

2,002 tons of new rails and 104,835 cross-ties were laid during the year.

About one-half mile of sidings was put in at the new packing-houses, near the stock-yards, on the Cincinnati and Baltimore Railway, and at Cincinnati in and around the new freight-house, at a cost in the aggregate of \$5,201 50.

The iron bridge over the Little Miami river at Loveland, consisting of three spans, with an aggregate length of 374 feet, was completed, and \$1,307 26 expended on this account.

\$685 were paid during the year in settlement of claims for right of way, and the grading of the new yards at Cincinnati was completed at a cost of \$4,220 53.

The water-station at Russell's was completed, and Zaleski water-station enlarged, at an expense in the aggregate of \$1,834 69.

Ten miles of fencing were built during the year, costing \$6,116 34.

The new station house at Norwood was completed, and small station houses erected at Glenwood and Mineral City. \$3,769 12 were expended on these buildings.

The coal shutes at Brighton were completed.

Two new bridges upon the plan of Howe's Improved Truss were built near Anderson's.

The shops at Zaleski will be completed in March, 1876, and the total expenditures will probably not exceed \$47,500, the amount donated by the Zaleski Company and the citizens of that place.

Serious losses occurred in July and August

from the great freshets, the waters of the Ohio, Scioto and Hocking rivers, and their several tributaries, having risen above the flood of 1873, which, to that time, was the most serious known. The movements of trains were suspended upon the Baltimore Short Line for five days, and several small bridges on the Portsmouth Branch were swept away; but the most serious damage was upon the Cincinnati and Baltimore Line, where embankment to the extent of forty thousand cubic yards was washed out. The loss upon this portion of the line is estimated by the superintendent at \$20,000 in revenue and \$30,000 for repairs.

During the year, considerable work was done in widening the embankment on the Cincinnati and Baltimore Road, south of the crossing of Spring Grove avenue, and as there are now abundant facilities for the present business, construction upon the line has been suspended.

To complete the road with four tracks from the stock-yards to the southern terminus, it is estimated will cost \$50,000.

Very satisfactory results in the operations of the road have been obtained since the opening of the Baltimore Short Line, from the advantages of improved location, lower grades, and better construction, as compared with the old line via Scott's Landing.

The company has sufficient equipment to manage satisfactorily and promptly a largely increased business.

It would be a source of great anxiety if the very large decrease in receipts for the year, as compared with previous years, were exceptional, but all the roads throughout the country show similar results, caused, to a great extent, by the general depression in trade affecting all branches of railroad traffic.

In addition to these troubles, which were very serious, a reckless and unprovoked attack was made upon the Baltimore and Ohio Company by the Northern Trunk Lines, in which the Marietta and Cincinnati Company was necessarily involved. Early in the year rates were established from the Atlantic cities by these rival lines at cost of transportation, and in many cases at less, and although much of this unprofitable trade was refused, the effect upon the general through business was disastrous.

The subject of rates upon through freight business is of the greatest importance to the interests of the lines forming the links in the routes between the Atlantic and the West; and to the unreasonable demands upon the part of some of the agricultural interests, the absurd competition between the rival routes, and the irregularities established by the creation and maintenance of fast freight lines upon the Northern Trunk Lines and their Western connections, may be attributed many of the difficulties encountered by railroads generally, and Western lines especially.

The Marietta and Cincinnati Road affords a fair illustration of the gradual and highly injurious effect of these combined causes. The average result from through freight between Cincinnati and Parkersburg, was in

1872, \$2 06 per ton, or 1 1-100 cts. per mile.
1873, 1 96 " " " 96-100 " " "
1874, 1 56 " " " 76-100 " " "
1875, 1 33 " " " 65-100 " " "

Had the rate of 1874 governed in 1875, the revenue from through freight would have been \$66,553 more than was realized.

At the rate of 1873, \$181,712 more.

At the rate of 1872, \$211,448 more.

Such vast differences in this comparatively brief period are certainly very striking, and demand some remedy, which it is alike the interest of the public and the railway companies to provide.

Toward the close of the year a more conservative policy was established, and the rates on through business fixed at a standard which, while fair to the shipper and very much less than former tariffs, yields a small profit to the transporter.

A marked improvement in public sentiment has also taken place recently on this subject, and

shippers, as a class, desire only reasonable, regular rates. The wide spread disaster which would result from a continuance of reckless railway competition is now recognized, and it is believed that hereafter better results from through business may be realized.

The effects of the panic of 1873 have been prolonged beyond expectation, but the prospect is now more encouraging, and it is believed that next year confidence will be fully restored, and consequently increased activity in trade and travel experienced.

The company have 73 locomotives in good running order, viz: 18 passenger, and 55 freight; 62 are 1st class, and 11 2d class. The number of miles run by locomotives during the year was: with passenger trains, 771,400; freight trains, 1,325,100; construction and ballast trains, 164,800—total, 2,261,300. The average cost per mile run for repairs, fuel, oil and waste, pumping water, enginemen, etc., was in 1875 15.67 cents, against 17.47 in 1874, and 18.83 in 1873. The number of passengers carried was: through, 39,926; local, 644,543—total, 684,469. Tons of freight carried: through east, 187,547; do. west, 103,992; local, 364,581—total, 656,120; showing a decrease: in through freight east of 72,462; do. west, 85,576; local, 37,440.

PROFIT AND LOSS ACCOUNT, Dec. 31, 1875.

Balance from 1874.....	\$4,938,925 10
Coupons.....	842,494 00
Interest and discounts, \$529,906 63	
Taxes.....	56,391 98
Rent of tracks (I.C. & L.)	5,000 00
Rent of real estate and depot.....	80,743 44
Rent of Cincinnati and Baltimore Railway...	56,027 98
Rent of Baltimore Short Line Railway.....	2,108 64
	730,178 67
Personal injuries.....	\$2,590 97
Loss and damage.....	9,761 14
Damage to live stock...	3,522 08
Coupon & transfer agencies.....	6,699 09
	22,573 28
Adjustment of old accounts.....	19,998 11
	\$6,554,169 16
Net earnings for 1875.....	\$371,424 79
Rent of Cincinnati and Baltimore Railway.....	\$40,000 00
Rent from real estate...	5,328 11
	45,328 11
Balance December 31, 1875.....	6,137,416 26
	\$6,554,169 16

CONDENSED BALANCE SHEET, Dec. 31, 1875.

Railway and equipment.....	\$23,605,983 69
Real estate.....	\$253,246 47
Cincinnati and Baltimore Ry. stock....	650,550 00
Baltimore Short Line Railway stock....	1,050,000 00
Baltimore Short Line Railway bonds...	675,000 00
Cincinnati and Baltimore, current account.....	55,830 96
Cincinnati and Baltimore, current account.....	41,608 46
Baltimore Short Line current account....	138,782 85
	2,865,016 24
Suspense account.....	155,000 00
Materials on hand, including fuel, cross-ties, old rails, etc.....	56,136 27
Profit and loss account.....	6,137,416 26
	\$32,819,552 46

First Preference, stock and scrip.. \$8,180,719 44
 Second Preference, stock and scrip 4,460,868 23
 Common or Deferred stock & scrip 1,408,912 36

\$14,000,000 00

First Mortgage (£) bonds.....\$1,050,000 00

First Mortgage (\$) bonds.....2,450,000 00

First Mortgage (\$) scrip.....8,811 10

2d Mortgage bonds..2,500,000 00

3d Mortgage bonds..8,000,000 00

4th Mortgage bonds..2,004,000 00

S. & H. V. Mortgage bonds.....300,000 00

11,807,811 10

Pay rolls.....116,167 16

Bills payable, special loans, and current accounts.....7,395,574 20

\$32,819,552 46

President.—JOHN KING, JR., Baltimore, Md.

Directors.—John King, Jr., Thos. Whitridge, Robert Garrett, John Donnell Smith, Wm. F. Burns, Baltimore, Md.; W. W. Scarborough, James D. Lehmer, R. M. Bishop, George Hoadly, Cincinnati, Ohio; W. T. McClintick, William Waddle, Chillicothe, Ohio; J. N. Camden, Parkersburg, W. Va.; W. B. Loomis, Marietta, Ohio.

Treasurer.—W. T. McCLINTICK, Chillicothe, O.

Sec'y and Auditor.—C. F. Low, Cincinnati, Ohio.

Cashier and Registrar.—W. E. JONES, Cin., Ohio.

Interest on Tennessee State Bonds.

A question has arisen as to the legality of the course of the Governor of Tennessee, in ordering the payment of the State's back interest, and an article in the Memphis Appeal of the 25th ult. refers to a charge that the present payment is the result of a secret collusion between the Governor or other State officers with "a ring" to secure the payment. So much opposition was felt to the payment, or the manner of it, that certain citizens of Memphis addressed a communication to the Governor asking him to countermand the order to pay it and to await the action of the Legislature. The Governor refutes the charge of any connivance with "a ring" of any kind by referring to the fact that he had in December last announced that back interest would be paid whenever a sum sufficient for the purpose was accumulated in the treasury. He further states that the money is in the treasury, was levied for that purpose, and that the law gives the executive officers no discretion in the matter. The Appeal inclines to the opinion that there is at least room for doubt in regard to the question as to whether the Governor is authorized to pay the interest with the money now in the treasury, but there is no doubt that the payments will be made as announced.

Mobile and Alabama Grand Trunk Railway.

The line of this road, as surveyed, is about 230 miles in length, extending from Mobile, Ala., to Birmingham, Ala., with a branch to Selma, Ala., 40 miles—making the total length of line, as projected, about 270 miles. Of this about 59 miles, extending from Mobile to Jackson, have been completed. It is now proposed to build an extension to Uniontown, on the Alabama Central Railroad, a further distance of 78 miles, of which the cost is estimated at \$1,500,000, and to complete it, the company believes it expedient to raise \$3,000,000. Of this \$1,125,000 is to be applied to redeeming the outstanding issue of bonds, \$50,000

to payment of floating debt, and \$1,500,000 to construction of the new line, leaving \$325,000 to provide for emergencies.

It is hoped to raise the money by the issue of premium bonds, \$3,000,000 in \$20 bonds, the bonds to be divided into series, say of 100 bonds each. Drawings would take place semi-annually, at each of which a certain number of series would be drawn for payment. The holder of each bond so drawn would receive the face of his bond with simple interest at 5 per cent. from date of issue, one-half the face value of his bond in stock of the company, and would have a chance in a further drawing for a premium of from \$500 to \$10,000. It is expected that \$1,000,000 of the bonds will be taken in Mobile, and the other \$500,000 along the line and in payment for supplies, etc. Should this issue be successful, a further one of \$3,000,000 will be made to pay for the extension from Uniontown to Birmingham.

Mr. F. B. Clark, the President of the company, believes that the net earnings will be sufficient to pay all liabilities of the company, and leave a surplus income. Books of subscription have been opened in Mobile, and will shortly be opened at points along the line.

St. Joseph and Denver City Railroad.

The reorganization of the eastern and western divisions of this road under separate charters has been perfected, and the new charters accepted by the respective boards of directors.

The directors of the Kansas and Nebraska Railway Company (formerly the Western Division of the St. Joseph and Denver City Railroad), consisting of William Bond, E. J. C. Atterbury, Peter A. H. Jackson, Aug. F. Miller, Charles W. Hassler, J. F. Navarro, H. H. Butterworth, Lawrence Wells, R. W. Donnell, E. W. Mealey, E. N. Morrill, J. D. Brumbaugh, and Edwin Knowles, met August 8th, and organized by electing William Bond president, and Thomas R. White, Jr., secretary of the company. The issue of the following securities was authorized: \$1,700,000 of common capital stock, \$1,900,000 of first mortgage bonds, \$1,200,000 of second mortgage bonds, and \$2,250,000 of land scrip.

The directors of the St. Joseph and Pacific Railroad Company (formerly the eastern division of the St. Joseph and Denver City Railroad) consists of the following named gentlemen: William Bond, John Baird, H. A. Johnson, Lawrence Wells, Louis Fitzgerald, Charles W. Hassler, Robert W. Donnell, H. H. Butterworth, F. W. Huidekoper, Albe M. Saxton, E. N. Morrill, J. D. Brumbaugh and Edwin Knowles. The board met August 10th, 1876, and elected William Bond president of said company, and Thos. R. White, Jr., secretary. At said meeting of the board it was among other things, resolved to issue \$1,600,000 of common capital stock, \$1,900,000 of first mortgage bonds, and \$1,200,000 of second mortgage bonds. It is expected that the securities of both roads will be ready for delivery by the purchasing committee about the first of October.

A postal convention has been concluded with Bermuda, by which postage between the Bermudas and the United States will hereafter be five cents per half ounce or fraction thereof, prepayment optional.

Boston, Stoneham and Lowell Railroad.

An informal meeting of gentlemen interested in the construction of a narrow gauge railroad between Boston and Lowell, Mass., was held in Lowell on the 26th ult., for the purpose of gaining information concerning narrow gauge railroads in general, with especial reference to the one above mentioned. Henry Blanchard, Esq., of Wilmington, exhibited a plan and explained the advantages of the narrow gauge system, which consist mostly of a great saving in the weight of rolling stock, construction of road and consumption of fuel. The line of the proposed road will go from Lowell through Tewksbury, Wilmington, Woburn and Stoneham into Melrose, where it taps the Boston, Lawrence and Haverhill Railroad, which is now under contract. This would lessen the distance to Boston 24 miles. The gauge would be three feet. The proposed passenger tariff is one cent per mile. The route crosses the Boston and Maine Railroad overhead in Melrose.

Memphis and St. Louis Railway.

Gen. E. H. Porter, President of the Memphis and St. Louis Railway, has been spending a few days in Little Rock, looking after the interests of his road, and while here gave us a call and told us that new life had again entered this corporation and that the road from Memphis to Walnut Ridge via Jonesboro, would undoubtedly be commenced early this Fall and pushed to early completion. The reason why we have faith in the moving forward of this enterprise is that Messrs. Owen, Adams & Co., of Detroit, Mich., promise to take this contract, and build and equip the road, and are satisfied to be secured with the 800,000 acres of land that the company own, together with \$100,000 of city of Memphis subscription, \$100,000 Crittenden county subscription and \$25,000 of subscription along the line of the road. There is no reasonable doubt but what by the first of October dirt will be flying all along the route.—*Spirit of Ark.*

Albert County Railway.

The St. John (N. B.) News learns that 1,600 tons of rails have been shipped from England and are daily expected at Shediac. The bridge across the Petitcodiac at Salisbury will be completed within three weeks. More than half the superstructure (Howe Truss) is up; the foundation was completed some time ago. As soon as the rails arrive track laying and ballasting will commence from Salisbury to Hillsboro'. The divergence of the line into the village of Hillsboro' from Foley Hill, a distance of about three miles, is now being pushed forward vigorously, and will be ready within three weeks. It is intended to open the branch to obtain ballast at Gray's Island, in the bank of the Petitcodiac, in front of Hillsboro'. The prospect seems fair that the railway will be ready for traffic as far as Hillsboro' by the middle of October.

On the lower end of the road, beginning at Hopewell Corner and extending two miles beyond the Albert Mines, a distance of twenty miles, the road is all graded, with the exception of a few gaps, where bridges, culverts and obstructions are being put in.

All the spans of the great railroad bridge over the Susquehanna river at Havre de Grace, on the line of the Philadelphia, Wilmington and Baltimore Railroad, have been replaced by iron structures, except three. It is expected the bridge will be made entirely of iron before the end of the year.

Consolidation Coal Company of Maryland.

We have received the full text of the decision of Judge Pearse in the case of the State of Maryland against the Consolidation Coal Company, which was tried recently on printed briefs before the court at Cumberland, Md. Passing over the long and exhaustive review which Judge Pearse has made of the proper practice in the case, we come directly to the points which he has decided against the State and his reasons therefor:

First, that the company had forfeited its charter by charging higher rates of toll than was allowed by the law of 1876. Upon this point the judge rules that the act of 1876 applied to the Cumberland and Pennsylvania Railroad Company, which, however, was not in existence on the 14th of March, 1876, when the act was approved, the Consolidation Coal Company having purchased all the road with its franchises on the 2d of March 1876, and that under its own charter the Consolidation Coal Company was authorized to charge even higher rates of toll for operating the road than it has imposed.

Next as to the argument of the Attorney General that the Consolidation Coal Company, in taking possession of the road, came under the operation of the general railroad law enacted at the last session. On this point the judge remarks:

As to the act of 1876, chapter 242. This is a substitute for the act of 1870, chapter 476, and is, as all its provisions show, what is known as a general railroad act, or free railroad law, by which any individuals upon complying with the terms therein prescribed can form themselves into a railroad corporation. This act does not profess to be an amendment of any special charter whatever.

The 14th section of the act, which regulates the charges, is confined to corporations to be formed under that act, and makes no reference whatever to any corporation before incorporated. Upon the plain reading of the law there can be no doubt that by the 14th section of that act the Legislature did not intend to alter or annul the charter of the defendant. This act of 1876, chapter 242, is a general law, and does not alter or repeal prior special legislation, no such intent being expressed, and there being no words to imply such a purpose.

To infer an alteration or amendment of the defendant's charter as to the rates authorized to be charged by it, would also imply that the Legislature had violated the constitutional provision which requires that every law shall embrace but one subject, which shall be stated in its title. The title of such an act should be "an act to alter and amend the charter of the Consolidation Coal Company."

The second cause of forfeiture assigned by the State is that the defendant purchased and held prior to 1876, and in that year held a majority of the stock of the Cumberland and Pennsylvania Railroad Company, without authority of law.

It is only necessary, in answer to this alleged cause of forfeiture, to refer to a clause in the sixth section of the defendant's charter, by which it "is authorized to subscribe for and take stock in any navigation, canal and railroad company it may deem expedient." The stock taken by it in the Cumberland and Pennsylvania Railroad Company was the stock of a railroad company.

Thirdly, The State assigns as another cause of forfeiture, that the defendant purchased from the Cumberland and Pennsylvania Railroad Company the railroad, property and franchises of said railroad company, and accepted a deed for the same without the assent of the holders of two-thirds of the stock of that company, and without the assent of the holders of two-thirds of its own stock, previously obtained, as required by the act of 1870, chapter 476.

It will be at once perceived that this assignment

of cause of forfeiture assumes that the act of 1870, chapter 476, in its 24th section, is obligatory upon the defendant, and regulates and controls the defendant's charter in relation to its purchase of any other railroad.

That section provides "that any railroad company heretofore or hereafter incorporated, may at any time, by means of subscription to the capital of any other company, or otherwise, aid such company in the construction of its railroad for the purpose of forming a connection with said last mentioned road with the road owned by the company furnishing such aid, or any railroad company organized in pursuance of law may lease or purchase any part or all of any railroad constructed by any other company if said company's lines of said road are contiguous or connected as aforesaid upon such terms and conditions as may be agreed on between said companies respectively, or any two or more railroad companies whose lines are so connected may enter into any arrangement for their common benefit consistent with and calculated to promote the objects for which they were created; provided that no such aid shall be furnished nor any purchase, lease or arrangement perfected until a meeting of stockholders of each of said companies shall have been called by the directors thereof at such time and place and in such manner as they shall designate, and the holders of at least two-thirds of the stock of such company, represented at such meeting in person or by proxy, and voting thereat, shall have assented thereto."

From the most cursory reading of this act it is plain that the powers thereby given were given for the purpose of enabling two contiguous roads to form a connection, and to enable one of two roads having contiguous or connecting roads to purchase or lease the other. Indeed this right of purchase or lease is given upon the condition set forth in said section, viz: "If said companies' lines of said road are contiguous or connected as aforesaid."

This section contemplated no other case than that of the union of the roads of two independent companies, each having a railroad, the one contiguous to the other. To none other was the power given. By the express terms and conditions of this grant of power, a corporation such as a coal company, even with power to construct a railroad, is not empowered to purchase the railroad of another corporation, unless at the time of the purchase it had a railroad of its own with which to connect the railroad purchased.

Now the defendant in this case, when it purchased the road of the Cumberland and Pennsylvania railroad, had no road of its own with which to make such connection, and therefore would not have been empowered to purchase, under the act of 1870, chap. 476.

But by its own charter, 1860, chap. 265, as we have seen, it had express power to purchase any other railroad.

Now would it not be a gross violation of all rules of construction to say that such express power, given to the defendant by its own special charter, for its purposes and for its benefit, should be held to be taken away by a provision of a general free railroad law, giving power to companies having no power to purchase, and confining that power to be exercised only in a given state of case, and which state of case does not embrace the defendant? The statement of this proposition seems to be its own best refutation.

The charter of the defendant authorized it to purchase any railroad, whenever in the judgment of the directors "the same may be necessary for the convenient transaction of its business." It required therefore no assent of the stockholders of the defendant. In the absence of any express provision the act of the directors is presumed to be done by the assent of the stockholders.

The act of 1870, chap. 476, has been repealed by the act of 1875, chap. 242: Even, therefore, if the act of 1870 were applicable to the charter of the defendant, and that there was the want of assent of the stockholders of either or both companies to the purchase of the road under that act,

it would seem that the forfeiture was remitted by a repeal of the act.

In support of his opinion that there was no forfeiture incurred the judge cited various adjudicated cases bearing upon this point. He closes by saying:

It must be remembered that under this alleged cause of forfeiture, which we are now discussing, the assignment is that it is for a violation of the act of 1870, chapter 476. We are discussing the sufficiency in law of the causes assigned, and none others. The court can look at no others. The cause here assigned is under an act that has been repealed, which repeal remits the penalty in the particular case.

By the repeal the Legislature has declared that violation of the provisions of that law shall no longer be a cause of forfeiture. If no longer a cause of forfeiture, it cannot be enforced as such by the court in declaring a forfeiture.

For these reasons judgment will be given for the defendant upon the demurrers, and the petition filed in behalf of the State be dismissed.

It is thereupon ordered this — day of August, 1876, that judgment be entered upon the demurrers in this case for the defendant, and that the petition of the State in this case filed be, and the same is hereby, dismissed.

Iron Rails.

We publish an entertaining and instructive essay on "The Manufacture and Endurance of Iron Rails," by W. E. C. Coxe, Esq., superintendent of the Reading Railroad Company's rolling mill at Reading, Pa. Mr. Coxe makes a strong plea in behalf of *well made* iron rails, claiming that the use of such rails by many roads is more economical than the use of Bessemer rails. We remember publishing a statement a few years ago by the president of the St. Louis and Iron Mountain Railroad Company, to the effect that well made iron rails had stood the test of heavy traffic for thirteen years on that road, while inferior iron rails on the same road had lasted only two years. There is certainly a great difference in the quality of iron rails. Mr. Coxe shows how he makes a rail of iron that will last for many years.

Curiously enough, almost the same mail that brought us Mr. Coxe's excellent paper also brought us a personal letter from James J. Hagerman, Esq., president of the Milwaukee Iron Company, concerning the success of his Company in making an iron rail that is giving great satisfaction on western railroads. The East and Mr. Coxe are not to have all the honors! We venture to quote a portion of Mr. Hagerman's letter, only adding for ourselves by way of comment, that we are glad to notice the revival in this country of an interest in the manufacture and use of iron rails of the best quality. Mr. Hagerman says:

"Since April 1 we have been doing a good deal in rails. I think we will average 2,500 tons per month this year, including April. We have sold a good many new rails; we have several large lots in prospect, and our re-rolling business is improving very much. Indeed, it looks now as if we should have about all we can do the remainder of the season in rails. This, however, is largely due to the good quality of rails we began to make about eighteen months ago. We knew we must make good iron rails or none at all. We have adopted the plan used several years in the mill of the Reading Railroad Company, and the good results have far surpassed our expectations. If business keeps as it now promises we will re-roll 18,000 tons this year at least. Inclosed I send you a circular we got out some time ago regarding our 'reheated' rails. We shall soon get out a second edition with far better and stronger letters, founded on longer experience."

Referring to the circular mentioned in Mr. Hagerman's letter, we find several testimonials to the excellence of the Milwaukee Iron Company's rails, from which we extract the following:

Mr. M. H. Haggitt, general superintendent of the Chicago and Northwestern Railway Co., writing

from Chicago, says, under date of August 2, 1875: "I find on personal examination of the reheated rails laid just east of Cedar Rapids in December last, that all are in perfect condition. They promise to wear better than any iron rails we have laid. The reheated rails laid on the Western and St. Paul Road, also on the Madison division, in April, are also wearing well. None have failed, nor is there apparent evidence that they will soon. It is too early to say from actual experience how iron rails made after this formula will wear, but I do not hesitate to express this opinion, that they will last three times as long as rails of the quality we have been receiving during the past three years.

John C. Gault, assistant general manager of the Chicago, Milwaukee and St. Paul Railway, in a letter dated October 1, 1875, says: "From a test made by us in our yards where the service is very severe, we find the rails have shown remarkably well—wearing much longer than any iron we ever used. * * * All the iron which we have used this summer, made in this way, appears to be perfect, so far as can be seen in passing over the road. It is too early to judge accurately as to its durability, and yet I have no hesitation in saying I consider it much the best iron we have ever had, and I shall be greatly disappointed if it does not prove more than twice as durable as iron made in the ordinary way."

Allen Manvel, assistant superintendent of the Chicago, Island and Pacific Railroad, says, under date of February 26, 1876: "Replying to your inquiry about the 3,500 tons reheated iron rails purchased from your company last season, I have to say that the bulk of them have only been laid a few months. But I put down a few of them in August last in our yard at Chicago, where the wear is constant, and taking the quality of these as a sample of the lot, I am of the opinion that they will come fully up to your representations, and you will remember that you spoke of them in no light terms of praise."—*Iron and Steel Bulletin*.

The Coal Trade.

The coal tonnage for the week ending the 19th inst., as reported by all the companies, amounted to 343,895 tons, against 569,038 tons in corresponding week last year, a decrease of 325,143 tons. The total amount of anthracite mined for the year is 10,160,386 tons, against 11,175,876 for same period last year, a decrease of 1,015,490 tons. The quantity of bituminous coal sent to market for the week was 76,548 tons, against 80,453 tons for corresponding week last year, a decrease of 3,905 tons. The whole bituminous tonnage from the beginning of the coal year is 2,227,532 tons, against 2,295,131 tons in corresponding time last year, a decrease of 67,599 tons. The total tonnage of all kinds of coal for the week is 420,443 tons, against 649,441 to corresponding date last year, a decrease of 228,998 tons, and the total tonnage for the coal year is 12,387,918 tons, against 13,471,007 tons to same date last year, a decrease of 1,083,089 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during the last week was 89,298 tons, of which 72,086 tons were coal and 17,212 tons coke. The total carried this year is 2,730,088 tons, of which 2,160,052 were coal and 460,036 coke. This total embraces all the coal carried over the road, east and west. The total of coal received from the Lehigh Valley Railroad at Perth Amboy for the week ending on the 19th instant was 15,198 tons, the amount shipped thence amounting to 21,277 tons, leaving 64,845 tons on hand. Freight to Boston, 90 cents; New Haven, 60 cents; Hartford, 90 cents; New York, 35 cents. The Delaware and Hudson Canal Company announces the following as the prices for coal deliverable free on board vessel at Weehawken, N. J., or Rondout, N. Y., between the 1st of September and the 1st of October next: Furnace, lump, \$4 95; steamer, lump, \$5 05; grate, \$5 15; egg, \$5 25; stove, \$5 35, and chestnut, \$5 15, per ton of 2240 pounds.—*Phila. Ledger*, Aug. 28.

There are now nearly 7,250 miles of lines of local interest in operation in France,

Direct Trade with Europe via Halifax.

The report of a committee of the Halifax (N. S.) Chamber of Commerce, appointed to collect information respecting the inducements offered by Halifax for a direct line of traffic with Europe, says that "shipments from Chicago and intermediate points via the Grand Trunk and Intercolonial Railways would reach the English market ten days earlier than by the usual lake and canal route. The increased cost of freight by rail would be more than compensated by the saving of time, lower insurance and reduced rates of freight by steamers and sailing vessels. As an Atlantic terminus, Halifax is safer and cheaper than Portland, and 350 miles nearer Europe. There would be no delay in handling and unloading, and the charges are lower than at any port on the Continent. The cost of coal supplies for steamers is 30 per cent less than at Portland."

Erie Railway.

The London Times of August, 24th, in its financial article, says:

"An amended Erie reconstruction scheme has been issued providing that up to 1879 four coupons of the first consolidated bonds are to be paid in cash, and six funded. All the coupons after 1879 will be paid, and coupon bonds bearing interest at seven per cent, and payable in gold in 1920, will be issued in exchange for the funded coupons. The second consolidated mortgage bondholders are to fund ten consecutive coupons from June 1, 1875, to Dec. 1, 1879, and the convertible gold bondholders are to fund 18½ quarterly coupons within the same dates. Coupon bonds for these funded coupons will bear five per cent interest till 1883, and thereafter six per cent. All bonds and coupons must be forthwith deposited with the Re-construction Committee, who will foreclose on the railway and buy it on behalf of the bondholders. A new company is to be formed to work the line. Half the shares of the new company are to be vested in Trustees, to be called voting Trustees. The shareholders in the present company are to be admitted to the new company on payment of their assessment on the shares."

The work of altering the track of the Vermont and Massachusetts division of the Fitchburg Railroad, near the Ashburnham Junction, was completed on the 26th ult. As the road was originally built, all trains at this point had to wait for the engine to move on to a turn table and be turned around before proceeding; the seats all had to be turned or else the occupants rode backward. By the new arrangement, brought about since the Fitchburg road took charge of this division, the track at about a mile east of the depot begins to curve and swings around so as to come on to the old track again at the east end of the junction depot. This change is considered a very desirable one.

A despatch dated Port Jervis, N. Y., Aug. 24th, says: "The break in the great coal ring is already beginning to show its good results. The transportation of coal, which is one of the principal freights on this end of the Erie, will begin to-day. Seventeen engines which had been laid up in switches are being got in readiness, and will be at once put to work."

The roadbed of the Gallipolis, McArthur and Columbus (Ohio) Railroad is to be sold to the Columbus and Gallipolis Railroad Company for the sum of \$60,000, the road to be completed in eighteen months.

NEW BOOKS.

THE INTERCOLONIAL.—The Inception, Location, Construction and Completion of the Line of Railway uniting the Inland and Atlantic Provinces of the Dominion; with Maps and Numerous Illustrations: By SANFORD FLEMING, C. E., Engineer in Chief of the Newfoundland, Intercolonial and Canadian Pacific Railways. Dawson Brothers, Montreal. 1876.

A peculiarly full and valuable report, amply illustrated but not in the extremely costly style in which great engineering works are sometimes published. It explains the origin and reasons for whatever was peculiar, as for example the adoption of Iron Bridges through this heavily timbered country. It presents from one point of view the claims of this great line hugging the bank of the St. Lawrence and the shore of the Gulf from Quebec to Halifax; and last, and very important to the general community, it makes accessible for application to other works the experience gained in the construction of such work in cold climates exposed to unusually steep and violent torrents. The history of the Maine boundary question is interesting as a part of the diplomatic record of the two great Anglo Saxon peoples.

The road had reached "a condition" at the date of the preface, July 1, 1876, "to be opened for traffic throughout its entire length."

The provisions for underdraining a portion near the Trois Pistoles River, about half-way down the St. Lawrence, were peculiarly thorough. One slip had occurred, carrying an embankment several hundred feet into the river. It became necessary to drain the slippery clay foundation to a great depth. Vertical shafts 50 feet apart, and to depths varying from 25 to 30 feet under formation, were sunk along the uphill side of the railway, and about 15 feet distant from it. From shaft to shaft tunnels about 5 feet diameter were driven each with an inclination to points where lateral off-take tunnels to the side-hill were provided for the discharge of the water collected. In the bottoms of the tunnels a sewer pipe was placed, and the tunnels and vertical shafts were filled with gravel.

Treatise on the Mechanical Theory of Heat, and its applications to the Steam Engine, etc.: By R. S. McCulloch, C. E. etc., Professor of Mechanics in Washington and Lee University, Lexington, Va. D. Van Nostrand, New York. 1876.

Scholastic; dedicated to Prof. Henry, of the Smithsonian Institute; full of profound mathematics; void of engravings except a few simple diagrams; revelling in such terms as "Cycle of Carnot," "Emmagazined," "Adiabatic Curve," and "Chute de Chaleur;" utterly useless for a purely practical enquirer.

Full of facts; just enough of history; attractive and vigorous style; sensible; the best book ever published in this line for a would-be thorough student.

We commenced to read with a prejudice against it, but it is gone. We do not know Mr. McCulloch, but would like to. He knows how to teach his art.

It is stated that work will begin on the Sarnia, Chatham and Erie Railway on the first day of October next. Workmen are being placed at the above named points, and also at Plenheim on the lake.

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST											PASSENGER RAILROAD BONDS.												
				COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid Capital.	Value of Shares.			COMPANIES.				Amount outstanding.	Interst Rate.	Payable.	Principal Payable.	Market Prices.
Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.	P. c.	Par.	Paid.	Market.									
m.	No.	No.	No.		\$	\$	\$	\$	\$	\$	%	\$	\$	\$		\$	%	\$	\$	\$	\$	\$	
Sept. 30, '76	1.00	153	46	Albany.....N.Y.	221,500	200,000	79,500		131,000	38,717	6	100	100	100	Albany:	79,500	7	J. & J.	1883				
Sept. 30, '76	1.00			Albany st. Freight (B'ton). Mass.	49,238	75,000			1,999	168					1st Mortgage.....	115,000	7	A. & O.	1881				
Sept. 30, '76	25.00	491	92	Atlantic Avenue (Bklyn). N.Y.	1,261,912	650,000	490,000	20,107	376,017	126,809	5	100	100	100	Atlantic (Bklyn) Ave.:	100,000	7	A. & O.	1884				
Dec. 31, '76	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,538	221,900	6	25	25	31	1st Mort. (Gr'wood Line).	289,000	7	J. & J.	1886				
Sept. 30, '76	5.82			Bleeker, et. & F.F. (N.Y.C.). N.Y.	1,501,795	900,000	697,000	49,107	248,785	61,992	6	100	100	100	Consolidated Mortgage.....	697,000	7	J. & J.	1880				
Sept. 30, '76	13.85	310	60	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,099	6.2	100	100	100	Bleeker St. & Fulton Ferry:	210,000	7	J. & D.	1882				
Sept. 30, '76	16.25	1,000	147	Broadway (Brooklyn).....N.Y.	473,578	200,000	210,000	40,659	226,488	53,516	12	100	100	100	1st Mortgage.....	210,000	7	J. & D.	1882				
Sept. 30, '76	8.25	9 D.	32	B'way & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,302	238,261	6	100	100	100	Broadway and 7th Avenue:	500,000	7	J. & D.	1884				
Sept. 30, '76	89.00	1073	441	Brooklyn, Bath & Coney L.N.Y.	266,105	80,000			47,051	Loss.					1st Mortgage.....	80,000	7	J. & J.	1892				
Sept. 30, '76	22.50	287	72	Brooklyn City.....N.Y.	2,460,056	2,000,000	800,000		1,462,316	321,341	13	10	10		Brooklyn, Bath & Coney I.:	300,000	7	M. & N.	1892				
Sept. 30, '76	19.83	231	57	Brooklyn City & Newtown.N.Y.	579,359	400,000	55,710		196,743	59,363					1st Mortgage.....	300,000	7	M. & N.	1892				
Sept. 30, '76	17.85	111	25	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	800,000	2,336	178,983	37,348					Brooklyn City & Newtown:	400,000	7	J. & D.	1879				
Sept. 30, '76	17.02	411	71	Buffalo East Side.....N.Y.	414,238	25,000	238,000		62,332	9,991					1st Mortgage.....	400,000	7	J. & D.	1879				
Sept. 30, '76	11.00	134	32	Buffalo street (Brooklyn). N.Y.	648,928	100,000	663,889	114,457	211,606	33,422					Brooklyn Cross-Town:	300,000	7	J. & J.	1888				
Sept. 30, '76	30.30			Bushwick (Brooklyn).....N.Y.	499,604	300,000	200,000	1,580	176,149	107,374					1st Mortgage.....	200,000	7	J. & J.	1894				
Sept. 30, '76	4.92	149	30	Cambridge (Boston).....Mass.	824,000	824,000	150,000		77,187	77,187	9	100	100	109	Buffalo East Side:	200,000	7	J. & J.	1894				
Sept. 30, '76	24.00	1108	131	Central Cross-Town. N. Y. City.	847,046	600,000	240,000	20,519	74,979	Deficit					Buffalo Street:	500,000	7	M. & N.	1893				
Sept. 30, '76	6.00	176	26	Cent. P. N. & E.R. (N.Y.C.). N.Y.	1,078,700	1,676,700	1,200,000	10,759	772,315	143,266					1st Mortgage.....	200,000	7	J. & J.	1894				
Oct. 31, '76	9.80	342	48	Christopher & Tenth st. N.Y. C.	768,500	650,000	68,500		83,112	6,817					Bushwick:	200,000	7	J. & J.	1889				
Oct. 31, '76	9.61	227	38	Citizens' (Phila.).....Pa.	232,467	192,750			359,714	106,982	40	50	20	130	1st Mortgage.....	200,000	7	J. & J.	1889				
Sept. 30, '76	15.08	248	39	Citizens' (Pittsburg).....Pa.	179,570	184,000	50,000	7,905	207,918	41,817	20	40	46		Cambridge (Boston):	150,000	6	J. & J.	1881				
Sept. 30, '76	11.25	176	31	Coney Island & Brooklyn. N.Y.	716,759	800,000	307,000	37,070	207,280	37,348					1st Mortgage, guar.....	240,000	7	A. & O.	1894				
Sept. 30, '76	10.31	1076	112	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	1,191,213	1,200,000	1,005,000		937,476	322,356	8	100	100	100	Central Cross-town (N.Y.C.):	240,000	7	A. & O.	1894				
Dec. 21, '76	7.09	92		Eighth Avenue (N.Y. City). N.Y.	1,323,078	1,000,000	208,000	105,000	839,785	136,410	12	100	100	100	1st Mortgage.....	240,000	7	A. & O.	1894				
Oct. 31, '76	5.67	32		Elizabeth and Newark.....N. J.	276,920	232,725		41,195	46,833	8,443					Central Park, N. & E. River:	200,000	7	J. & D.	1889				
Sept. 30, '76	10.36	458	64	Federal St. & Pl. Val. (Pbg.). Pa.	1,054,679	745,000	238,000	49,022	348,096	56,907	9	100	100	100	1st Mortgage, consol.....	307,000	7	J. & J.	1877				
Oct. 31, '76	2.85	602	71	Frankford & Southwark (Ph.). Pa.	937,092	600,000	211,500		492,715	98,104	10	50	50	73	Coney Island & Brooklyn:	307,000	7	J. & J.	1877				
Oct. 31, '76	34.91	452	78	Germantown (Phila.).....Pa.	772,305	539,514	106,500	21,800	471,319	103,017	7	50	50	63	1st Mortgage.....	307,000	7	J. & J.	1877				
Sept. 30, '76	4.77	153	41	Gr'd st. & Newtown (Bk'n). N.Y.	321,840	170,000	90,000	6,100	95,236	24,405					D. Dock, E. Bdw. & Battery:	000,000	7	J. & D.	1891				
Sept. 30, '76	5.50	172	41	Gr'd St. Prosp. Pk. & Flatbush. N.Y.	490,539	200,000	200,000	102,427	77,578	2,700					1st Mortgage (Consol.).	203,000	7	J. & J.	1891				
Oct. 31, '76	7.94	241	43	Green and Coates st. (Phila.). Pa.	263,912	150,000	100,000	6,500	211,719	61,322	27	50	15	51	1st Mortgage.....	203,000	7	J. & J.	1891				
Sept. 30, '76	11.95	139	26	Harim. Br. Morr. & F'dham. N.Y.	287,552	299,100	146,000		97,966	5,384					2d Mortgage.....	100,000	7	J. & J.	1889				
Sept. 30, '76	11.85	371	66	Hous. W. st. & Pavonia Pk. N.Y.	717,250	238,750	478,500		338,493	50,400					1st Mortgage.....	111,500	7	J. & J.	1877				
Oct. 31, '76	17.22	471	76	Hout, Mant. & F'mount (Ph.). Pa.	402,727	300,000	125,000	21,737	359,918	93,105	18	50	25	24	2d Mortgage.....	100,000	7	M. & N.	1891				
Sept. 30, '76	6.50	264	38	Highland (Boston).....Mass.	450,083	220,000	130,000	128,222	227,438	41,250	8	100	100	100	1st Mortgage.....	100,000	7	J. & J.	1877				
Oct. 31, '76	10.75	89	22	Jamaica, Wood'n & Bklyn.N.Y.	100,000	100,000			22,019	594					Frankford and Southwark:	111,500	7	J. & J.	1877				
Oct. 31, '76	5.49	132	22	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,500		109,882	21,309	12	55	12	23	1st Mortgage.....	100,000	7	M. & N.	1891				
Sept. 30, '76	7.50	7	4	Long Island City Shore.....N.Y.	165,000	75,000	90,000		20,761	3,337					Germantown:	100,000	7	J. & D.	1888				
Sept. 30, '76	5.09	50	12	Lowell Horse.....Mass.	100,569	60,000	60,000		35,927	4					2d Mortgage.....	100,000	7	J. & D.	1888				
Sept. 30, '76	12.79	252	37	Lynn and Boston.....Mass.	291,294	200,000	50,000	51,037	166,496	15,587					Grand St. & Newtown:	90,000	7	A. & O.	1887				
Sept. 30, '76	3.50	60	16	Malden and Melrose.....Mass.	60,246	165,500	1,000								1st Mortgage.....	203,000	7	J. & J.	1891				
Sept. 30, '76	5.21	60	16	Merrimac Valley.....Mass.	79,770	60,000			23,422	2,615					Grand St. & Flatbush:	146,000	7	J. & J.	1889				
Sept. 30, '76	47.59	1317	268	Metropolitan (Boston).....Mass.	2,705,080	1,500,000	743,442	328,245	1,126,707	219,698	7	100	100	100	1st Mortgage.....	146,000	7	J. & J.	1889				
Sept. 30, '76	16.08	312	63	Middlesex (Boston).....Mass.	735,080	400,000	376,000	158,168	249,821	54,939	6	100	100	100	Harl. Br. Morris' & Fordh:	146,000	7	J. & J.	1889				
Sept. 30, '76	8.55	82	3	Naumkeag.....Mass.	207,197	150,000	35,900	1,900	32,090	2,792					1st Mortgage.....	146,000	7	J. & J.	1889				
Sept. 30, '76	3.32	58	8	New Bedford & Fairhaven. Mass.	81,066	60,000	30,190	30,190	32,090	2,457					Hous. W. st. & Pavonia Pk.:	478,500	7	J. & D.	1891				
Sept. 30, '76	4.20	52	12	New York Elevated.....N.Y.	1,677,822	798,300	711,000	108,322															

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchafalaya, Top. & San. Fe:													
1875.....	68,559	78,410	104,051	112,474	107,644	104,437	113,450	.....	.....	.....	.....	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	194,000	.....	.....	.....	.....	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,936	1,338,209	17,035,083
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	.....	.....	.....	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,938	329,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,893	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,953	877,571	685,753	.....	.....	.....	.....	.....	.....
Clev. Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	372,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	.....	.....	.....	.....	.....	.....
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	.....	.....	.....	.....	.....	.....
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	553,938	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,091	481,631	595,519	601,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	605,494	546,082	585,969	614,484	482,003	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	174,786	300,719	352,300	332,764	312,614	323,321	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,553	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,321	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,023	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	491,823	462,231	.....	.....	.....	.....	.....	.....
1876.....	518,567	548,669	583,981	610,543	629,348	533,170	430,625	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,723	245,814	214,788	212,928	233,126	224,308	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,442	293,665	268,807	292,546	282,642	311,140	366,131	382,544	399,575	297,678	3,612,776
1875.....	245,989	244,933	309,908	273,441	257,971	256,772	237,812	.....	.....	.....	.....	.....	.....
1876.....	315,795	293,039	314,382	306,637	313,070	304,846	247,646	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,693	1,044,251	1,116,337	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,421
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,623	231,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,360	385,000	.....
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	.....	.....	.....	.....	.....	.....
1876.....	352,200	312,500	295,000	275,400	264,900	262,300	253,500	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,991	220,692	188,083	173,332	153,497	.....	.....	.....	.....	.....	.....
1876.....	246,098	282,879	271,230	234,002</									

AMERICAN RAILROAD JOURNAL.

NATIONAL AND STATE SECURITIES.

National Securities, Aug. 1, 1876.							Massachusetts—(\$29,465,204):										
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.			
Loan of June 14, 1858.....registered		\$200,000	5 Jan. & July.	1874	118 1/2	.. Lunatic Hospital Loan, 1874.....	650,000	5 Jan. & July.	1894	114	.. Harbor Land Improvement bonds, 1874	400,000	5 Jan. & July.	1894	114		
Loan of February 8, 1861.....registered		13,705,000	5 Jan. & July.	1880	119	.. Back Bay Land bonds, 1861 and 1862....	220,000	5 May & Nov.	1880	108	.. Union Defense Loan, 1861.....	1,860,000	5 Jan. & July.	1875-76	115		
.. .. coupon		4,620,000	5 Jan. & July.	1881	118 1/2	.. Union Defense Loan, 1862.....	50,000	5 June and Dec.	1877-78	109	.. Coast Defense Loan, 1863.....	888,000	5 Jan. and July.	1883	111		
Oregon War Bonds of March 2, 1861.....coupon		945,000	5 Jan. & July.	1881	119	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5 "	1894	109	.. War Fund Loan, 1869.....	999,944	5 "	1889	109		
Loan of July 17, and Aug. 5, 1861.....registered		128,133,100	5 May & Nov.	1882	119	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5 Various.	1888-94	109	.. B. H. & Erie R. R. Loan	3,509,020	5 Jan. & July.	1900	109		
.. .. coupon		63,188,250	5 Jan. & July.	1881	118 1/2												
Loan of Feb. 25, 1862 (5-20s).....registered		53,720,250	5 " & Nov.	1884	119												
.. .. coupon		21,279,750	5 " " "	1884	119												
Loan of March 3, 1863.....registered		53,720,250	5 " " "	1884	119												
.. .. coupon		21,279,750	5 May & Nov.	1885	113												
Loan of March 3, 1864 (5-20s).....registered		53,720,250	5 Jan. & July.	1885	113												
.. .. coupon		21,279,750	5 Jan. & July.	1885	113												
Loan of March 3, 1866 (5-20s).....registered		53,720,250	5 Jan. & July.	1885	113												
.. .. coupon		21,279,750	5 Jan. & July.	1885	113												
.. .. 2d series (5-20s).....registered		53,720,250	5 Jan. & July.	1885	113												
.. .. coupon		21,279,750	5 Jan. & July.	1885	113												
.. .. 3d series (5-20s).....registered		53,720,250	5 Jan. & July.	1885	113												
.. .. coupon		21,279,750	5 Jan. & July.	1885	113												
.. .. 4th series (5-20s).....registered		53,720,250	5 Mar. & Sept.	1904	116 1/2												
.. .. coupon		21,279,750	5 " " "	1904	116 1/2												
Loan of March 3, 1864 (10-40s).....registered		53,720,250	5 F. M. A. & N.	1881	116 1/2												
.. .. coupon		21,279,750	5 " " "	1881	116 1/2												
Consols of July 14, '70 & Jan. 20, '71.....registered		230,327,850	5 Due.	1875	126 1/2												
.. .. coupon		208,581,660	3 Irred.	1875	126 1/2												
Debt matured and without interest.....(var.)		3,297,700	4 Jan. & July.	1875	126 1/2												
Navy Pension Fund of July 23, 1868.....(cur.)		14,000,000	5 " " "	1875	126 1/2												
Certificates of Indebtedness 1870.....(cur.)		64,623,512	5 " " "	1875	126 1/2												
Pacific R. R. Bonds (registered).....(currency)		64,623,512	5 " " "	1875	126 1/2												
United States Notes.....		369,686,020	5 " " "	1875	126 1/2												
Fractional Currency.....		32,902,880	5 " " "	1875	126 1/2												
State Securities, latest dates.																	
Alabama—(\$21,070,510):																	
.. Bonds (old), extended.....		2,582,800	5 May & Nov.	1888-92	82												
.. Bonds (new), 1866, '68 '72 and '73.....		2,212,700	5 Jan. & July.	1886-93	82												
.. Bonds (new), 1874.....		341,000	5 " " "	1894	82												
.. R. R. Loans (\$2,300,000) & endorsements.		15,051,000	5 " " "	1890-91	10												
Arkansas—(\$12,733,086):																	
.. Bonds (Funding), 1869 and 1870.....		3,050,000	6 Jan. & July.	1889	29												
.. Levee bonds (warrants), 1871.....		1,460,000	7 " " "	1900	29												
.. Deficiency Bonds, 1872.....		300,000	7 " " "	1882	29												
.. Bonds (for \$2,500,000), 1875.....		2,500,000	7 " " "	1895	29												
.. Railroad Aid bonds, 1869 and 1870.....		5,800,000	7 April & Oct.	1900	15												
California—(\$3,896,500):																	
.. Civil (S. F.) bonds, 1867 and 1868.....		75,500	7 Jan. & July.	1877-80	115												
.. Relief Fund bonds, 1863.....		95,500	7 " " "	1883	115												
.. State Capitol bonds, 1870 to 1872.....		500,000	7 " " "	1885	115												
.. Funding bonds, 1873.....		2,901,000	6 " " "	1893	115												
Connecticut—(\$6,014,000):																	
.. War Loan bonds (10-20 yrs), 1861.....		508,000	6 Jan. & July.	1881	107 1/2												
.. War Loan bonds (20 yrs), 1863 and '64....		2,195,500	6 " " "	1883-84	107 1/2												
.. War Loan bonds (10-30 yrs), 1864.....		568,500	6 April & Oct.	1894	107 1/2												
.. War Loan bonds (20 yrs), tax free, 1865.		1,741,100	6 " " "	1885	107 1/2												
Delaware—(\$1,231,000):																	
.. State bonds to railroads, etc.....		1,231,000	6 Jan. & July.	1888	107 1/2												
District of Columbia—(\$12,790,000):																	
.. Improvement (gold) bonds, 1872.....		4,000,000	6 Jan. & July.	1892	72 1/2												
.. Improvement (cur.) bonds, 1873.....		790,000	7 " " "	1893	72 1/2												
.. Funding bonds, 1874, (guar. by U. S.)....		10,594,550	3.65 Feb. & Aug.	1924	72 1/2												
Florida—(\$6,431,767):																	
.. State bonds, 1871.....		350,000	7 Jan. & July.	1891	107 1/2												
.. Consolidated (gold) bonds of 1873.....		509,200	8 " " "	1890	107 1/2												
.. Loan (J.P. & Mob. R.R.) gold bonds, 1870		4,000,000	8 " " "	1890	107 1/2												
Georgia—(\$19,825,900):																	
.. Bonds to Atlantic and Gulf R. R.....		1,000,000	6 Feb. & Aug.	1878-86	95												
.. Bonds, act March 12, 1866.....		3,600,000	7 Jan. & July.	1886	104 1/2												
.. Bonds (gold), act Sept. 1870.....		2,098,000	7 J. A. J. & O.	1890	107												
.. Bonds (gold), act Oct. 1870.....		1,880,000	7 April & Oct.	1890	107												
.. Bonds (funding), 1873.....		1,200,000	8 " " "	1878-86	107												
.. Bonds to Brunswick & Albany R.R., '70		1,500,000	7 June & Dec.	1890	107												
.. Railroad aid bonds (endorsed), 1870 & '71		7,545,900	var Various.	1890-91	101												
Illinois—(\$1,689,045):																	
.. Interest bonds, 1847.....		940,448	6 Jan. & July.	1878	100												
.. Refunded Stock bonds, 1859.....		320,000	6 " " "	var.	100												
.. Chicago Relief bonds, 1871.....		250,000	6 May & Nov.	1881	100												
Indiana—(\$910,000):																	
.. Temporary Loan bonds, 1873.....		910,000	7 April & Oct.	1876	100												
Iowa—(\$543,000):																	
.. War and Defense bonds, 1861.....		300,000	7 Jan. & July.	1881	100												
Kansas—(\$1,386,175):																	
.. Funding &c. bonds 1863 to 1864.....		101,175	6 Jan. & July.	1883-84	100												
.. Bonds (various) 1866 to 1869.....		889,000	7 " " "	1876-99	100												
.. Military Loan bonds, 1864 to 1869.....		346,000	7 " " "	1874-99	100												
Louisiana—(\$21,099,100):																	
.. Treasury Relief bonds, 1863.....		735,000	6 Jan. & July.	1893	40												
.. Levee bonds, 1866.....		1,000,000	8 Various.	1886	40												
.. Levee bonds, 1867.....		3,992,000	5 May & Nov.	1907	40												
.. Levee bonds, 1870.....		2,966,000	5 Mar. & Sept.	1875	40												
.. Funding (coupon) bonds, 1866.....		722,100	6 Jan. & July.	1886-88	40												
.. Funded (floating debt) bonds, 1870.....		2,821,000	6 May & Nov.	1910	40												
.. Penitentiary bonds, 1869.....		497,000	7 Mar. & Sept.	1899	40												
.. Miss. & Mex. Gulf Ship Canal bonds, '69		389,000	7.3 " " "	1899	40												
.. Railroad Aid (various) bonds.....		2,835,000	6 Various.	1872-06	40												
.. Railroad Loan (var.) bonds, 1869 to 1871.		4,750,000	8 Various.	1899-11	40												
.. Consolidated Funding bonds, 1874.....		961,854	7 Jan. & July.	1914	65												
Maryland—(\$11,098,019):																	
.. Bonds to R. R. and Canals.....		5,604,129	5 J. A. J. & O.	1890	90												
.. Bonds to R. R. and Canals.....		889,836	5 " " "	1890	103												
.. Defense and Bounty bonds 1864 to 1868.		3,333,583	6 Jan. & July.	1883	110 1/2												
.. State Loan bonds, 1870 and 1874.....		998,471	6 " " "	1885-89	110 1/2												
Maine—(\$7,088,400):																	
.. Civil (var.) bonds, 1867 to 1861.....		171,000	6 Various.	1875-78	104												
.. War and Bounty bonds, 1868 and 1864....		3,832,500	6 Various.	1870-99	111												
.. Equalization (Municipal) bonds 1868....		5,085,900	6 April & Oct.	1889	111												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	" "	" "	1894	98	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" "	1916	94	Chicago and Milwaukee Railway:						
1st Mortgage 3d Div. \$16,000 p. m.							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	104
Central Branch Union Pacific:							Chicago and Mich. Lake Shore:						
1st Mort. (Atch. & Pike's Peak)	1,900,000	6*	May & Nov.	New York.	1895	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
2d Mortgage Government's security.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage	2,500,000	8	Jan. & July.	" "	1890	....
Central of Georgia:							1st Mortgage	1,350,000	8	May & Nov.	" "	1891	....
General Mort. for \$5,000,000	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage (on Branch)	1,325,000	8	March & Sept.	" "	1892	....
Macon & West (Atlanta D.) b'ds	160,000	7	April & Oct.	Savannah.	1880	....	Chicago, Milwaukee and St. Paul:						
Central of Iowa:							1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	102
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	2d Mort. (")	1,191,000	7	April & Oct.	" "	1884	98
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1906	96
Central of L. I. (Flush., N. C. & C.)							1st Mort. (East. Div. Palmer.)	547,000	8	May & Nov.	" "	1874	....
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	94
Central of New Jersey:							1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
Convertible bonds of 1872	4,475,000	7	May & Nov.	New York.	1902	87	1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	101
1st Mort. (New) for \$5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	113	1st Mort. (Iowa and Dak. Div.)	837,000	7	" "	" "	1899	93
Newark Branch Bonds	500,000	7	Jan. & July.	" "	1887	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	117
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	2d Mort. (")	1,316,000	7.3	" "	" "	1898	98
Consol. Mort. for \$25,000,000	15,000,000	7	" "	New York.	1899	98	1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" "	1902	90
Central Ohio (B. and O.)							1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	102	Real Estate Purchase	148,500	7	" "	" "	....	....
Central Pacific of California:							Equipment and Bridge Bonds	246,000	10	June & Dec.	" "	1883	....
1st Mort., 30 years bonds, (gold)	25,781,000	6*	Jan. & July.	New York.	1905-100	110	Consol. Mort. for \$35,000,000	2,154,000	7	Jan. & July.	" "	1905	89
Convertible 20 years bonds, (gold)	1,483,000	7*	" "	" "	1883	103	Chicago and Northwestern:						
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	108	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	105
2d Mort. (Government's Subsidy)	25,885,000	6	" "	U.S. Treasury.	1896-100	109	General 1st Mortgage (193 m.)	3,578,000	7	" "	" "	1885	106
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	102	Funded coupons (193 m.)	740,300	7	May & Nov.	" "	1883	104
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	" "	" "	1888	95	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	" "	1885	90
1st Mort. (S. Fr. Okid & Ala.)	500,000	8*	" "	" "	1890	....	Green Bay Ext. (26m & 76,000 a.)	265,000	7	" "	" "	1885	90
1st Mort. (San Joaquin V.D.) gold	6,090,000	6*	April & Oct.	" "	1900	96	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" "	" "	1882	167
Land bonds (Gen. Pac. Co.) gold	9,049,000	6*	" "	" "	1900	97	Elgin and State Line	122,000	6	Jan. & July.	" "	1878	....
Central Vermont:							Mississippi River Bridge	186,000	7	" "	" "	1884	....
1st Mort., Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	97	1st Mortgage (Peninsula)	328,000	7	March & Sept.	" "	1898	101
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	4	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" "	1915	106
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	55	General Consol. Gold Bonds	9,758,000	7*	June & Dec.	" "	1902	93
Income and Extension Bonds	1,008,000	8	May & Nov.	" "	1902	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	1889	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
Equipment Mort. (")	1,000,000	8	" "	" "	1891	60	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	" "	" "	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	39	1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	" "	1898	104
Missisquoi R.R. (")	500,000	7	" "	" "	1891	39	1st Mort. (Bel. & Mad. R. R.) guar.	284,000	7	" "	" "	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	Chicago, Portage and Superior:						
Charleston and Savannah:							1st M. s.f. (Chi. & N. Pac. Air-L.)	25,000 pm	7*	June & Dec.	New York.	1902	....
1st Mortgage guar. by State	605,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:						
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....	1st Mortgage for \$8,000,000	.....	8	April & Oct.	New York.	1901	....
Charlot. & Columbia & Augusta:							Chicago and Paducah (C. B. & Q.)						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage \$28,000 p. m. gold	2,304,000	7*	Jan. & July.	Boston.	1903	....
Charters:							Chi., Pekin & Southw'n (C. B. & Q.)						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chesaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	109
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	Chi. & Southw'n (C. R. L. & Pac.)						
Cherry Valley, Sharon and Alb.							1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chesapeake and Ohio:							Chicago, Wisconsin & Canada:						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	27	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. Extension (con. or reg)	5,426,900	7*	Jan. & July.	" "	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	1st Mortgage (Mad. & Portage) g'd	800,000	7*	April & Oct.	New York.	1900	....
2d Mort. (") coupon	902,000	6	" "	" "	1884	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" "	1902	....
Income (") coupon	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon	160,500	8	" "	" "	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.)	773,800	6	Jan. & July.	Boston.	177-80	97	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	99
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamaroa:							2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....	3d Mortgage of 1867	500,000	8	June & Dec.	" "	1877	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund	28,000	7	May & Nov.	New York.	1877	107	1st Mort., guar. for \$2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	120	Cincinnati, Lafayette and Chi.						
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	103	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	84
Consol. Bonds (\$2000 stg. each)	3,893,200	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage	471,000	7*	June & Dec.	" "	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	105	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	92	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund	2,671,000	8	Jan. & July.	New York.	1883	116	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	156,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	2d Mortgage	65,000	7	" "	" "	1889	....
Loan of 1872	2,391,478	7	Jan. & July.	Boston.	1896	110	Cinc., Rich. & Ft. Wayne (G. R. & I.)						
Bonds of 1875, Sinking Fund	462,000	5	June & Dec.	" "	1895	88	1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Consol. Mortgage for \$30,000,000	8,428,000	7	" "	" "	1903	111	Cincinnati, Sandusky and Clev.						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	6	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	94 1/2
Construction and Equip. bonds.	1,096,000	7	"	"	1892	105 1/2	1st Mort. (\$424,000 guar.)	1,826,000	8	Jan. & July.	New York.	1891	....
4th (now 2d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	108 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	103 1/2	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	105 1/2	Detroit, Hillsdale and Indiana:	300,000	8	Jan. & July.	"	1881	....
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1885	107	1st Mort. \$16,000 p. m. guar.	3,219,000	8	April & Oct.	Boston.	1896	....
3d Mortgage (")	860,000	7	April & Oct.	"	1886	106	1st Mortgage (on Branches)	875,000	8	June & Dec.	"	1897	....
Cleveland and Toledo:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (")	860,000	7	April & Oct.	"	1886	106	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Colebrookdale:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, (D. & M.R.R.)	2,500,000	7	May & Nov.	New York	1875	....
Colorado Central (3 ft. gauge):							2d Mortgage (")	1,000,000	8	"	"	1875	....
1st Mortgage.	225,000	8	June & Dec.	Boston.	1890	....	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Columbus, Chicago & Ind. Cent.:							2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	40	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	10	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
Income convertible.	3,893,000	7	"	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-95	65	Bonds of Sept. 1, 1886.	110,000	7	March & Sept.	"	1886	....
2d Mort. (")	344,400	7	Jan. & July.	"	"	....	Bonds of June 30, 1886.	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M., a.f. (")	39,650	7	May & Nov.	"	1896	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	103
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Dixon, Peoria and Hannibal:						
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	1st Mort. guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dubuque and Sioux City:						
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	1st Mortgage tax free.	882,000	7	Jan. & July.	New York.	1883	103 1/4
1st Mort. (Tol., Loganp't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque Southwestern:						
Income (")	74,024	7	"	"	"	....	1st Mortgage.	450,000	7	April & Oct.	New York.	1883	....
1st Mort. (Union & Loganport)	815,000	7	April & Oct.	"	1906	....	1st Mortgage, preferred.	78,580	7	Jan. & July.	"	1883	....
Columbus, Springfield and Cin.:							Dunkirk, Allegheny Val. & Pittsb.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
Columbus and Hocking Valley:							Dutchess and Columbia:						
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage Jan. 1, 1888.	1,500,000	7	Jan. & July.	New York.	1908	....
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	East Alabama and Cincinnati:						
General Mortgage.	684,000	7	"	"	1892	....	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
Columbus and Xenia:							East Brandywine & Waynesboro:						
1st Mortgage, guar. by L.M.R.R.	802,000	7	March & Sept.	New York.	1890	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Connecticut and Passumpsic Riv.:							East Pennsylvania (Ph. & Rdg.):						
New Mortgage for \$1,500,000.	370,500	7	April & Oct.	Boston.	1893	95	1st Mortgage, guaranteed.	495,900	7	March & Sept.	Philadelphia.	1888	105 1/4
1st Mortgage sinking fund.	289,500	6	June & Dec.	"	1878	99	East Tennessee, Virginia & Ga.:						
Coupon Notes.	607,500	7	"	"	1876-81	97 1/2	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1906	96
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	2d Mortgage.	180,000	4	"	"	1882-87	....
Connecticut River:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecticut Valley:							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-85	....
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901	....	Company Bonds (" new)	135,400	6	"	"	1876	....
Connecticut Western:							Eastern (Mass.):						
1st Mortgage tax free.	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1878	51 1/4
Connecting (Philadelphia):							Loan of 1865.	160,000	6	April & Oct.	"	1887	....
1st Mort. ABCD & E \$200,000 each	931,000	6	March & Sept.	Philadelphia.	1,234.	102 1/2	Loan of 1867.	999,000	7	March & Sept.	"	1887	83
Cooperstown and Susq. Valley:							Loan of 1868.	1,000,000	6	March & Sept.	"	1888-89	....
1st Mortgage.	100,000	7	March & Sept.	New York.	1889	....	Loan of 1869.	600,000	6	May & Nov.	"	1889	....
Cowanesque Valley:							Ten year coupon notes.	1,163,000	7	"	"	1882	49 1/2
1st Mortgage, gold.	95,000	7	Jan. & July.	New York.	1902	....	Ten year coupon notes.	2,513,500	7	"	"	1884	50 1/2
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Sinking Fund Bonds.	2,300,000	7	May & Nov.	"	1884	50 1/2
Cumberl'd & Penn. (Consol. Coal):							Sterling Sink. Fd. Bonds.	2,878,048	6 1/2	March & Sept.	London.	1896	....
1st Mortgage.	803,500	6	March & Sept.	New York.	1891	....	Eastern Shore (Md.):						
2d Mortgage, sinking fund.	648,000	6	May & Nov.	"	1888	....	1st Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1880	....
Cumberland Valley:							2d Mortgage.	200,000	6	April & Oct.	"	1886	....
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Elizabethtown and Paducah:						
2d Mortgage.	109,500	8	"	"	1908	....	1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	....
Plain bonds.	81,800	6	"	"	1884	....	Elmira and Williamsport (N. Cen.):						
Danbury and Norwalk:							1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	102 1/2
Mortgage Bonds of 1870.	100,000	7	Jan. & July.	New York.	1880	....	Income Mortgage guaranteed.	570,000	5	April & Oct.	"	1892	51
Mortgage Bonds of 1870.	200,000	7	"	"	1890	....	Erie Railway:						
Mortgage Bonds of 1872.	200,000	7	"	"	1892	....	1st Mortgage, extended.	2,483,000	7	May & Nov.	New York	1897	110
Danv., Hazleton & Wilkesbarre:							2d Mortgage.	2,174,000	7	March & Sept.	"	1879	103 1/2
1st Mortgage.	1,400,000	7	April & Oct.	Philadelphia.	1887	40	3d Mortgage.	4,852,000	7	"	"	1883	....
2d Mortgage.	300,000	7	"	"	1885	....	4th Mortgage convertible.	2,837,000	7	April & Oct.	"	1880	104
Danv., Urb., Bloomington & Pekin:							5th Mortgage convertible.	709,500	7	June and Dec.	"	1888	100
1st Mortgage.	2,000,000	7	April & Oct.	New York.	1909	....	Buffalo Branch 1st mortgage.	182,800	7	Jan. & July.	"	1891	....
Davenport and St. Paul:							Sterling loan (\$1,000,000) conv.	4,590,000	6 1/2	March & Sept.	London.	1878	....
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	1st Consol Mort. for \$30,000,000.	12,076,000	7	"	N.Y. & London.	1920	....
Dayton and Michigan (O.H. & D.):							2d Consol Mort. for \$40,000,000.	14,400,000	7	June and Dec.	London.	1894	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Convertible bonds.	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	....	Erie and Pittsburg (Penn.):						
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	....	1st Mortgage.	292,200	7	Jan. & July.	New York.	1882	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-89	....	2d Mortgage.	92,800	7	April & Oct.	"	1890	....
Dayton and Union:							Consolidated Mortgage.	2,192,000	7	Jan. & July.	"	1899	....
1st Mortgage, registered.	140,000	7	March & Sept.	New York.	1879	....	Equipment Mortgage.	750,000	7	April & Oct.	"	1890	....
2d Mortgage.	135,000	7	June & Dec.	"	1879	....	European & N. American (M.C.):						
Income Bonds.	252,445	6	"	"	1879	....	Bangor City Bonds (1st m. 56 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....
Dayton and Western (L. M. R.R.):							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	"	1890	....
1st Mortgage (assumed).	142,000	7	March & Sept.	New York.	1881	....	New Mortgage for \$6,000,000.						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	Evansville and Crawfordville:				</		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	63
1st Mort. (Central of F. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
Fonda, Johnste'n & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	48,000	7	May & Nov.	"	1875	102½	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82½	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86½
Company bonds (debentures)....	554,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Hillman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	378,000	10	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage:						
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1880	....
Grand River Valley (Meb. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94½	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,900,000	7	April & Oct.	New York.	1917	....
Grand Trunk (Ca.):							Iowa Midland (C. & N. W.):						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironton (Penn.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	Ithaca and Athens (Penn.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102½
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Provincial Debenture \$3,111,500	15,557,500	4*	"	Ottawa.	....	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93½
Great Western of Canada:							1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	2d Mortgage.....	155,000	8	March & Sept.	"	1878	....
Mortgage Bonds \$347,000.....	2,735,000	5½	April & Oct.	"	77-78	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	73
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160	8,715,900	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	93	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	63	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							James' n & Frank (L.S. & M. So.):						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	....	1900	....	1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	Jefferson (Erie):						
1st Mortgage not guaranteed....	376,746	7	"	"	81-86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,886,000	7*	Jan. & July.	....	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T.W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	36	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T.W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85½	2d Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	75	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	105	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	87-88	106	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	80½	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1888	92½	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort., assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1st Mort., assumed by L.S. & M. S.	100					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	78-78	....
2d Mort. (") gold.....	1,600,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1891	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)..	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37m.)..	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	90-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)..	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	93
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	96-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)..	333,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
La. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
La. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1878	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)..	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F., Reg'd. p. d..	6,115,000	7	J. A. J. & O.	"	1900	106	\$1,110,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1895	91
Consol. Mort., S. F., Coupou.	3,529,000	7	Jan. & July.	"	1900	106 1/2	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	98	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)..	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	103 1/2	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1896	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	106	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,258,000	7	May & Nov.	"	1885	110	1st Mort. (Leeds & Farn'gton)...	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	2,682,306	7	"	"	1877	102	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	Mansfield & Framing. (R.C. & F.):						
2d Mort. (") " " " "	819,000	7	April & Oct.	"	1886	103	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95 1/2
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1898	105	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	106 1/2
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	68 1/2
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1896	87	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st M. (Scioto & Hock. Val.)..	300,000	7	May & Nov.	"	1888	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	Marlettsville, Lebanon & Cleveland:						
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97 1/2	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	Marquette, Houghton & Ontonagon:						
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	....
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-05	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Massachusetts Valley (C. & P. R.):						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,200,000	10	"	"	1902	....	Massillon & Cleva. (C.M. V. & D.)						
Lawrence (P. Ft. W. & Chl.):							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven. Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21 1/2	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....						
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	1,814,142	6	"	"	"	73-78	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	"	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	107 1/2	2d Mortgage.....	1,000,000	8	"	"	"	....
1st Mortgage (") reg'd.....	6,000,000	7	"	"	1898	108 1/2	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	114	1st Mort. (South Bend Div.) ass'd	200,000	3	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000.	6,000,000	6*	June & Dec.	"	1923	100	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	100	1st Mortgage, convertible.....	550,000	8	April & Oct.	Boston.	1882	....
Lewis, Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	116
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	101 1/2
Lexington & St. Louis (A. & P.):							1st Mort.						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..							1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....						
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,017,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.):	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.....	660,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$800,000, guar.....						
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.....	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	106
Mississippi Valley and Western:							Bonds for debts asmd'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	"	1876	102 1/2
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. & N.E. stk (")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	102 1/2
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate (")	182,000	6	"	"	1883	101
Missouri, Kansas and Texas:							Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	"	1887	106 1/2
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F. F.	1,794,000	7	"	"	1885	112
1st Mort. (Teb. & Neosho) S. F.	362,000	7*	June & Dec.	"	1908	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	57 1/2	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	121 1/2
Additional Consol. Mort.....	2,500,000	7	"	"	1906	....	1st Mort., reg'd }			"	"	1903	120
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	65	Consolidated Mortgage of 1883..	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Mobile and Girard.....							Consol. Mort. of 1872, coupon. }	6,822,000	7	May & Nov.	"	1900	119
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg. }			"	"	1900	120 1/2
2d Mortgage.....	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Plain bonds.....	33,500	8	"	Savannah.	1887	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.....	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Starting.....	5,638,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	68,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	1st Mort. (West. Extension).....	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000...	977,550	8	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Convertible 5 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.....	780,000	7	.....	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-'81	....
Income Mortgage.....	888,400	7	.....	"	....	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Eufaula:							2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New Y.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Fort Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	121	North Missouri (St. L., K.C. & N.):						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	110	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	92
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	100	North Pennsylvania:						
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	105
Gen'l M. (1st on Bonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	105	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	104 1/2
Special Mortgage.....	1,029,000	7	"	"	1915	100 1/2	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	103
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	100 1/2	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	107
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent.):						
1st Mort., endorsed by Tenn.....	1,460,000	6	Jan. & July.	New York.	74-'83	82 1/2	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	....	Northern Central:						
New Mortgage.....	5,900,000	7	"	"	1913	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	104
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	104
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	101
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	95,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N.J.):							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	101 1/2
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Straitville:							Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	97 1/2	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northern Pacific:						
New Issue for \$260,000.....	400,000	7	"	"	1894	105	1st Mort. on R.R. & lands gold..	30,097,600	7 3/4	Jan. & July.	New York.	1900	15
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
New H. Middle'n & Willman:							Northwestern Union (C. & N.W.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
2d Mortgage.....	2,000,000	7	.....	"	1881	....	Norwich & Worcester (B.H. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....	Construction Bonds.....	150,000	7	"	"	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.	\$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	105 1/2	Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds	32,000	5	"	"	1884	99 1/2	Loan of 1866	161,000	6	April & Oct.	"	1876	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000.	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872	700,000	6	"	"	1892	....
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875	639,000	6	"	"	1900	....
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	102 1/2	1st Mortgage (Series A)	875,000	7	Jan. & July.	Philadelphia.	1890	....
Orange, Alex. and Manassas—							1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
See Wash. C., Va. Mid. & Gt. So.							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
Oregon and California:							1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage gold	10,950,000	7	April & Oct.	New York.	....	....	1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
Ouaga Valley & Southern Kansas:							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	110
Oshkosh & Miss. (C.M. & S.P.):							2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
Oswego and Rome (B.W. & O.):							2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	....
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series K)	860,000	7	May & Nov.	"	1912	....
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series L)	860,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series M)	860,000	7	April & Oct.	"	1912	103 1/2
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Ottawa, Oswego & Fox River:							Equipment bonds	1,000,000	8	March & Sept.	"	1894	....
1st Mortgage guar. by C.B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	Pittsburg, Va. and Charleston:						
Owensboro' and Russellville.							1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....	Pittsburg, Wash'ton & Baltimore:						
Pacific of Missouri (Atl. & Pac.):							1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	104
1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1888	93 1/2	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	84 1/2	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	....	Real Estate Mortgage	100,000	6	"	Baltimore.	1888	....
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	1st Mortgage for \$3,000,000	20,900 pm	7	Jan. & July.	New York.	1901	....
1st Mort. (Carondelet Branch)	500,000	6	April & Oct.	"	1893	....	Port Huron and Lake Michigan:						
1st Mort. (Leav. Atch. & N.W.)	500,000	7	"	"	1889	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	....	Portland & Ogdensburg (Me. & N.H.):						
Paducah and Memphis:							1st Mort. (Maine Section) gold	800,000	6	Jan. & July.	Boston.	1906	....
1st Mortgage gold for \$2,505,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	"	1901	50 1/2
Panama:							Portland and Ogdensburg (Vt.):						
General Mortgage, stg £597,800.	2,889,330	7	April & Oct.	London.	1897	....	1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	46
Paris and Decatur:							Portland and Oxford Central:						
1st Mortgage gold, S. F.	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	....	1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1883	....
Paterson and Newark (Erie):							Portland and Rochester:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	....
Pemberton & Hights (UC of N.J.):							Port Royal (S. C.):						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mortgage gold, skg fd	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	....
Peninsular (Mich.) Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	Portsmouth, Gt. Falls & Conway:						
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	52
Pennsylvania:							Poukeepsie and Eastern:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. gold, conv. & tax free	644,500	7	Jan. & July.	New York.	1910	....
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	105	2d Mortgage	78,000	7	"	"	....	....
General Mortgage, registered.	29,250,000	6	Jan. & July.	London.	1906	160	Providence and Worcester:						
Consolidated Mortgage	5,007,386	5	April & Oct.	Philadelphia.	75-90	....	1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
State lien for \$7,500,000, skg fd							Stoughton Branch bonds	1,000,000	6	"	"	....	....
Pennsylvania Coal:							Quincy, Alton and St. Louis:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....	1st Mortgage gold	1,000,000	7	May & Nov.	Philadelphia.	1882	....
Pennsylvania and Delaware:							Quincy and Palmyra:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....	Quincy and Toledo (T. W. & W.):						
Pennsylvania & New York (L.V.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	60
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	1st Mortgage, guaranteed	750,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage guaranteed	1,500,000	7	"	"	1906	....	Reading and Columbia (P. & R.):						
Peoria & Bureau Val (C.R. & P.):							1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1892	97
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Peoria & Hannibal (C.B. & Q.):							Rensselaer and Saratoga:						
1st Mortgage, traffic guarantee	571,000	8	Jan. & July.	Boston.	1878	104	2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	117 1/2
Peoria, Pekin & Jacksonville:							3d Mortgage	150,000	7	"	"	1887	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1896	....
2d Mort. conv. & tax free	1,000,000	7	April & Oct.	"	1900	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
Peoria and Rock Island:							1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	....
1st Mort. gold, conv. & tax free	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	92
2d Mortgage	160,000	10	Jan. & July.	New York.	1900	....	Richmond and Danville:						
Perkiomen (Phila. and Rdg.):							Virginia State Loan, skg fund	800,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90	Virginia State guar. bonds	157,800	6	"	"	1875	....
Petersburg:							1st Mort. (Piedmont Branch)	500,000	8	"	"	1888	....
2d Mortgage (instalments)	241,500	8	Jan. & July.	New York.	79-93	....	1st Mort. (Northwestern, N.O.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
Philadelphia and Baltimore Cent:							Consolidated Mortgage	1,768,000	6	May and Nov.	New York.	75-90	68 1/2
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Rich. Frederickburg & Potomac:						
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	"	"	1891	....	1st Mortgage	87,777	6 1/2	Jan. & July.	London.	1875	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	Dollar Loan	175,428	7	"	Richmond.	1875	....
Philadelphia and Erie (Penn.):							Dollar Loan, Coupon	295,500	8	"	"	1881	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Dollar Loan	124,489	6	various	"	1875	....
1st Mortgage	5,000,000	6	"	"	1881	103	Richmond and Petersburg:						
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	95	1st Mort. (Comp. and Register'd)	13,150	7	June & Dec.	Richmond.	1873	....
General Mort. for \$20,000													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort. endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	70	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	69 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	101	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	78	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Brh).....	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,900	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1892	103
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,600,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, H. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscooge) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	368,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
St. Paul and Pacific 2d Division:							State Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
St. Paul and Lowell (B. & L.):							Steadfast, Bedford and Chamblay:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Vern.	500,000	7	Jan. & July.	Boston.	1887	43
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101 1/2	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (B. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1891	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie June. (E.):						
1st Mortgage for \$500,000 guar.....	182,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1906	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,000,000.....	516,000	7	"	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	65
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	88
Shamokin Valley & Pottav. (N.O.):							2d Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	87
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	99	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
Shesboyan and Fond du Lac:							Consol. Mort. for \$4,200,000.....	1,500,000	7	May & Nov.	"	1910	

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	105
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1886	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	101
3d Mortgage.....	650,000	7	May and Nov.	"	1876	....	2d Mortgage preferred.....	600,000	6	"	"	1890	102
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	106
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,755,000	6a	Jan. and July.	New York.	1899	122
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	70
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	106	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	106	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	106	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	96	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
Omaha Bridge B'ds, atg. \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,800,000	6a	May and Nov.	New York.	1896	....	1st Mort. (Swedenborg) guar.....	200,000	6	June & Dec.	Camden.	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	....	97
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80	1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100a	White Water Valley:						
Sterling Loan \$309,206 (U. Co's)	1,848,000	6a	"	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$380,000 (")	1,300,000	6a	"	"	1894	....	Wico Mio and Pocumoke:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	Williamson and Tarboro:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Sterling S. F. \$292,000 (C. & A. M.)	1,810,000	6a	Feb. and Aug.	London.	1880	....	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Philadelphia.	1883	105	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	103	Wilmington and Reading:						
Mort. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	107	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Loan of 718 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York	1896	100
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	76
1st Mortgage, Sterling.....	1,600,000	7.3	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G., gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	80
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100a	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	160,000	7	"	"	1881	103	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	186,300	6	Various.	"	'81-'87	....
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	101
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	98	Delaware Division (L. O. & N.):						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	67	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Registered Certificates.....	118,296	8	Jan. and July.	"	1876	....	Delaware and Hudson:						
Funded Interest.....	226,300	8	"	"	1880	....	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	103a
Income Mortgage (fundable).....	93,500	8	"	"	1896	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	100
Walkill Valley (Erie):							tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	110a
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	168a
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	106	Mortgage Loan of 1877.....	702,779	6	June & Dec.	Philadelphia.	1877	97
Warren & Franklin (O. C. & Allr.):							Convertible Bonds.....	41,850	6	"	"	1882	96
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	Convertible Loan, gold.....	794,000	6a	March & Sept.	"	1894	104
Watrick Valley (Erie):							1st Mortgage, registered.....	5,381,933	6	J. A. J. & O.	"	1884	102a
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	162
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold....	4,692,500	6a	June & Dec.	"	1897	103
1st Mortgage.....	160,000	9a	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,063,909	7	"	"	1911	105
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97a
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78a	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. (").....	260,000	7	"	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	91	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
2d Mort. (").....	1,200,000	6	Jan. and July.	"	1875	70	Morris (and Banking):						
3d Mort. (").....	600,000	8	May and Nov.	"	1873	70	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
4th Mort. (").....	700,000	8	March & Sept.	"	1880	44	Boat Loan, sinking fund.....	236,956	7	Apr. and Oct.	"	1899	101
Funded Coupons (do.)	722,664	....	"	"	....	....	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	....
1st Mort. (Lynchburg & Danville)	821,000	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	349,962	7	Jan. and July.	"	'92-'93	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72a
Washington and Ohio:							1st Mortgage (Wy. Val. Can.).....	600,000	6	"	"	1878	....
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	Schnykill Navigation (Ph. & Rdg):						
1st Mortgage for \$100,000.....	265,570	7a	Apr. and Oct.	"	1901	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	78
Westchester and Philadelphia:							2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	108	Improvement bonds.....	280,000	8	May and Nov.	"	1890	90
Western North Carolina:							Boat and Car Loan.....	756,650	6	"	"	1913	78
1st Mortgage.....	850,000	8	Jan. and July.	"	1890	....	Boat and Car Loan.....	621,000	7	"	"	1915	91
Western of Alabama:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	76
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	....	Susquehanna and Tide Water:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1888	....
2d Mortgage (consols guar.).....	1,158,000	8	"	"	1900	....	3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	75
Income Mortgage.....	592,900	8	Various.	"	Var.	....	Pref. Int. B'ds (").....	324,310	6	"	"	1894	....
Western Union Telegraph:							Union:						
1st Mortgage.....	4,448,000	7	May and Nov.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
Real Estate Bonds, Sink Fund.	1,408,000	7a	"	"	1902	....	West Branch & Susque. (Penn.):						
Bonds (S. F.) Conv. till May '86	4,000,000	7	"	"	1900	101a	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1881	....
Sterling Bonds, Sinking Fund.....	1,080,000	6a	March & Sept.	London	1900	....	2d Mortgage.....	298,000	6	"	"	1882	....

RAILROAD SHARE LIST, including Milage, Rolling Stock, Debts, Income, Dividends, &c., &c.

des that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "T."

Abstract of General Balance Sheet.																					
Property and Assets.			Liabilities.			Operations.															
Rolling Stock.			Accounts and Cash.			Stocks.		Bonds.		Accounts.		Surplus Income.									
Railroad.			Freight.			Pass.			Engines.			Trains Moved.									
Main Line.			Branch Line.			Track and Sidings.			Freight.			Passengers.									
M.			M.			M.			M.			M.									
Sept. 30, 1875	1875	60.0	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Oct. 31, 1875	1875	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Nov. 30, 1875	1875	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Dec. 31, 1875	1875	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Jan. 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Feb. 28, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Mar. 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Apr. 30, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
May 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
June 30, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
July 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Aug. 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Sept. 30, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Oct. 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Nov. 30, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Dec. 31, 1876	1876	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Jan. 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Feb. 28, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Mar. 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Apr. 30, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
May 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
June 30, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
July 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Aug. 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Sept. 30, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Oct. 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Nov. 30, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Dec. 31, 1877	1877	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Jan. 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Feb. 28, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Mar. 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Apr. 30, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
May 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
June 30, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
July 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Aug. 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Sept. 30, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Oct. 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Nov. 30, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Dec. 31, 1878	1878	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Jan. 31, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Feb. 28, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Mar. 31, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Apr. 30, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
May 31, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
June 30, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
July 31, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Aug. 31, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Sept. 30, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Oct. 31, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Nov. 30, 1879	1879	81.3	2.8	125.0	13.8	8	4	3	66	Adirondack	3,113,615	3,768,000	640,000	1,971,724	34,068,792	684.9	9,671,791	10,514,179	4,387,378	100	154
Dec. 31, 1879	1879	8																			

Dec. 31, 1875	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248</
---------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------

Dec. 31, 1876	640,443,484.3	767.5	418,169	82,9,026	L. S. & Mich. S. N. Y. P. O. Mich. Ind. & Ill.	601,473	14,378,700	9,213,577	2,515,622	50,000,000	37,774,000	1,756,303	2,752,077	1,175.4	11,317,333	3,170,234	5,822,400	14,454,198	3,902,697	2	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Jan. 30, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Feb. 28, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Mar. 31, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Apr. 30, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
May 31, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Jun. 30, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Jul. 31, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Aug. 31, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Sep. 30, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Oct. 31, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Nov. 30, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0
Dec. 31, 1876	1876	101.1	22.6	15	2	324	Lake Superior and Mississippi	20,240	74,443	2,024,250	2,876,000	283,948	152,200	101.1	380,374	162,604	282,194	340,608	130,013	1	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0

RAILROAD SHARE LIST. Incending Mileage. Rolling Stock, Debts, Income, Dividends, &c., &c.

in *notes* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land and Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

[illegible]

Sept. 30, 1876	140.51	6.61	16.81	39	191	503	Richmond and Danville	5,860,014	163,760	2,349,366	45,976	224.91	670,412	136,678	221,071	9,23,058	323,448	100
Sept. 30, 1876	22.5	6.2	4.2	8	14	24	176	Richmond, Petersburg and Potomac	1,102,054	317,187	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	32.0	6.3	5.0	24	3	3	41	Richmond, York and Chesapeake	1,26,640	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester and State Line	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100
Sept. 30, 1876	24.1	1.9	83.6	1	1	1	1	Rochester, Nunda and Penn. (G. & N. Y.)	1,248,586	132,006	830,214	720,757	3,992,989	275,768	221,071	9,23,058	323,448	100

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "S."

[illegible]

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.
W. 23, Th. 24, F. 25, Sat. 26, M. 28, Tu. 29

W. 23. Tu. 24. P. 25. Sat. 26. M. 27. Tu. 28.				
Allegheny Val. 7 5-10s.	101	101	102	102
7s, Income.	101	101	102	102
Camden & Am. 6s, 1888.	102	102	102	102
6s, 1888.	102	102	102	102
Mort. 6s, 1889.	102	102	102	102
Camden and Atlantic	102	102	102	102
Preferred.	52	51	51	50
1st mortgage.	102	102	102	102
2d mortgage.	102	102	102	102
Canal 6s.	102	102	102	102
Preferred.	42	42	42	42
New preferred.	40	40	40	40
7s, new.	102	102	102	102
Del. & Bound Brook.	100	101	101	100
7s.	104	104	104	104
Elmira & Williamsport.	104	104	104	104
Preferred.	102	102	102	102
7s.	102	102	102	102
Hunt. & B. Top Mt.	102	102	102	102
Preferred.	102	102	102	102
2d mortgage.	102	102	102	102
Lehigh Navigation.	34	31	32	33
6s, 1877.	34	31	32	33
6s, 1884.	102	102	102	102
Gold Loan.	104	103	103	104
Railroad Loan.	104	103	103	103
Conv. Gold Loan.	104	103	103	103
Lehigh Valley.	53	52	54	54
6s, new, coupon.	53	52	54	54
6s, new, registered.	102	102	102	102
7s.	114	108	108	108
Consol. mort. 6s.	99	100	100	100
Little Schuylkill.	47	47	47	47
7s.	102	102	102	102
Minchill & Sch. Haven.	53	53	53	53
North Pennsylvania.	50	50	50	50
1st mortgage 6s.	102	102	102	102
2d mortgage 7s.	102	102	102	102
Chatell 10s.	102	102	102	102
Gen'l mort. 7s, coup.	102	102	102	102
Northern Central.	34	33	33	32
Pennsylvania R. R.	48	46	47	47
1st mortgage.	102	102	102	102
Gen'l mortgage.	102	102	102	102
Gen'l mort. reg.	102	102	102	102
Consol. mort. 5s, reg.	102	102	102	102
Penn. State 6s. 2d series.	104	104	104	104
Penn. State 6s. 3d series.	104	104	104	104
Philadelphia City 6s.	102	102	102	102
6s, new.	100	110	109	110
Phila. and Reading.	44	44	48	45
Debenture bonds.	78	78	78	78
7s, of 1898.	102	102	102	102
7s, new, convertible.	98	98	99	98
Gen'l mortgage.	102	102	102	102
Gen'l mortgage, reg.	102	102	102	102
Philadelphia and Erie.	15	15	15	16
1st mortgage, 6s.	103	103	103	103
2d mortgage, 7s.	95	95	95	95
Pittsb. Cin. & St. L. 7s.	82	82	82	82
Pittsb. Titusv. & Buff.	9	9	9	9
Schuylkill Navigation	102	102	102	102
Preferred.	12	12	12	12
6s, 1872.	102	102	102	102
6s, 1882.	78	78	78	78
6s, 1895.	102	102	102	102
United Co. of N. Jersey 1891	139	139	139	139
Hestonville, (Horse.) 24	23	23	24	24
Chestnut & Wal. (do.)	23	23	24	24
Germantown (do.) 67	67	67	67	68
Green and Conate (do.)	102	102	102	102
Lombard & 8th (do.) 21	21	21	21	21
2d and 3d streets (do.)	32	31	3	3
Spruce and Pine (do.) 32	32	31	3	3
13th and 15th sts. (do.)	41	41	41	41
Union (do.)	102	102	102	102

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	W. 23. Th 24	F. 25.	Sat. 26.	M. 28.	Tu. 29.
Baltimore and Ohio.....	154	154	154	154	154
6s, 1880.....					
6s, 1885.....	106				
Central Ohio.....					
1st mortgage.....		102		102	
Marietta & Cincinnati.....					
1st mortgage, 7s.....	106	106			
2d mortgage, 7s.....	95				95
3d mortgage, 8s.....	65		66	65	65
North Central.....		38			
2d mortgage, 6s, 1885.....					
3d mortgage, 6s, 1890.....					
6s, 1900, Gold.....	101				
Orange and Alex. 1st.....					
2d mortgage, 6s.....					
3d mortgage, 8s.....					
4th mortgage, 8s.....					
O., Alex. & Manassas.....		78			
Pittsb. & Connellsv. 7s 104.....		105	104		104
Virginia 6s, Consol.....	66	66			65
Consol. Coupons.....		86		86	86
Deferred Certificates.....	5				0
Western Maryland.....					
1st M., and, by Balt.....					
2d M., do.....					
3d M., do.....			100		
1st M., unendorsed.....					
2d M., end, Wash. Co.....					
2d Mort., preferred.....					
City Passenger R. R.....	31				

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30.

Adams Express	112	111	110	111	111
Albany and Susq.	112	111	110	111	111
1st mortgage	112	111	110	111	111
2d mortgage	112	111	110	111	111
American Express	61	61	61	60	60
Am. Dock and Imp. 7s	94	94	94	94	94
Atlantic & Pacific pref.	37	37	37	36	36
Atlantic & Pacific Tel.	17	17	17	17	17
Bost., Hart & Erie 1st	34	34	34	34	34
Burl. C. R. & Minn. 1st	40	40	40	40	40
Central of N. Jersey	40	40	40	38	38
1st mortgage, new	92	92	92	92	92
7s, consolidated	92	92	92	92	92
7s, convertible	89	87	87	88	87
Central Pacific 6s, gold	111	111	111	110	110
1st M. (San Joaquin)	96	96	96	96	96
1st M. (Cal. and Or.)	93	94	94	95	95
Land grant 6s	99x	98			
Chicago and Alton	99x	98			
Preferred	111	110			
1st mortgage	111	110			
Sinking Fund	111	110			
Income bonds	111	110			
Chic. Burl. & Quincy 115x	114	114			
7s Consol, 1908	111	111			
8s, 1883	111	111			
Chic. & Milwaukee 1st	111	111			
Chic., Mil. and St. Paul 34x	34	33	32	32	31
Preferred	67	67	65	65	65
1st mortgage, 5s	116	117	117	117	117
2d mortgage, 7 9-10s					
7s, gold	111	110			
1st M. (La Crosse div.)	102	102			
1st M. (I. and M. div.)	111	111			
1st M. (I. and D. div.)	111	111			
1st M. (C. & D. div.)	111	111			
1st M. (C. & M. div.)	111	111			
Consolidated S. F.	92	90	89	89	89
Ohio & Northwestern 37	37	37	37	36	36
Preferred	61	61	61	60	59
1st mortgage	111	110			
Sinking Fund	111	110			
Consolidated 7s	106	106			
Consol. Gold bonds	93	93	93	93	93
Do. reg.	103	103	103	103	103
Ohio, Rock Isl. & Pac 104	103	103	103	103	103
7s, 1890	109	109	109	109	109
Olev. Col., C. and Ind.	41	40			
1st mortgage	109	109			
Olev. & Pittsburg guar.	92	92	92	92	92
7s, Consolidated	109	109			
4th mortgage	109	109			
Olev. P. and Ash. 7s	109	109			
7s, new	109	109			
Col., Chi., & Ind. Cent.	34	34			
1st mortgage	40	40	40	40	40
2d mortgage	40	40	40	40	40
Consol. Coal of Md.	89	89	88	88	88
Del. & Hudson Canal 77	83	85	85	85	84
Reg. 7s, 1891	110	110			
Reg. 7s, 1894	110	110			
7s, 1894	110	110			
Del., Lack. & Western 80	82	84	82	81	80
2d mortgage 7s	80	80	80	80	80
7s, Convertible	80	80	80	80	80
Del., Mon. & Tol. 1st	101	101	101	101	101
Dt. of Columbia 3-65s	72	72	72	72	72
Erie Railway	10	10	11	11	11
Preferred	10	10	11	11	11
1st mortgage	10	10	11	11	11
2d mortgage	10	10	11	11	11
3d mortgage	103	104			
4th mortgage	103	104			
5th mortgage	103	104			
Great Western 1st mort.	93	93	93	93	93
2d mortgage	63	63			
Hannibal & St. Joseph, 11	12	12			
Preferred	19	19			
6s, Convertible	81	79	80	80	80
Hudson River 2d mort.	90	88	88		
Illinois Central	90	88	88		
Kansas Pacific	106	106			
Lake Shore & Mich. So. 53	53	53	53	53	53
Consol. 7s	106	106			
Consol. 7s, reg.					
2d Consolidated					
Lake Shore Div. bonds					
Leh. & W. B. 7s, Con	80	78			
Long Dock Bonds	105	105			
L'ville & Nash. 7s Cons	92	92	92	92	92
Michigan Central	40	40	39	39	39
7s, 1902			101	101	
8s, 1882					
M. S. and N. I. 1st, B.F.					
2d mortgage					
Morris and Essex	90	92	94	94	95
1st mortgage	121	121	121		
2d mortgage					
7s of 1871					
7s, Convertible			100	100	
7s, Consolidated					
N. Y. Cent. & Hud. Riv 106	106	106	105	107	107
7s, Sinking fund, 1876					
6s, Sinking fund, 1883					
6s, Sinking fund, 1887					
1st mortgage					
1st mortgage, reg.					120
N. York and Harlem 137	137	137	137	137	137
Preferred					
1st mortgage	119				
1st mortgage, reg.					

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

'1h.24.F.25.Sat.26.M.28.Tu.29.W.30

New Jersey				
N. Y., N. Haven & Hart	152			152
North Missouri 1st M.			96	
Ohio and Mississippi	11	12	11	11
Preferred	23	22	22	
2d mortgage			64	65
Consolidated 7s				
Consol. Sinking fund	98		98	
1st M. (Springfield D.)				
Pacific Mail S. S. Co.	23	23	23	23
Pacific B. R. of Mo.	5	4	4	4
1st mortgage			93	93
2d mortgage				
Pacific 7s, guar. by Mo.				
Panama				
Pitts., Ft. W. & Chi. gtd	102	101	101	101
1st mortgage				
2d mortgage	109	110		
3d mortgage				
Quicksilver Mining Co.				18
Preferred				19
St. L., Alto. and T. H.				
Preferred			707	
1st mortgage				
2d mort. preferred				
Income bonds				
St. L., Iron Mt. & S'uth	13			
1st mortgage			101	
2d mortgage				
St. L. Jack. & Chi. 1st				
St. L. Kan. City & N.	31	30		
Preferred			29	
Tol., P. & War. 1st E.D.				
1st mort., West. Div.				
Tol., Wab. & Western		2		2
Preferred				
1st mortgage	66			
2d mortgage				
7s, Consolidated				
St. Louis Division				
Union Pacific	63	61		62
1st mortgage	106	108	108	108
Land Grant 7s		105		105
Sinking Fund 8s	96	96	96	96
United States Express	65	64	65	60
Warren				96
Wells-Fargo Express		56		85
Western Pacific bonds			102	
Western Union Tel.	70	69	69	69
7s, S. F. conv. 1900				

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

Th. 24. F 25. Sat. 26. M. 28. Tu. 29. W. 30.

Aitch, Top. and San. Fe.....	82	82	82	82	82	82	82	82	82
1st mortgage.....	82	82	82	82	82	82	82	82	82
2d mortgage.....	82	82	82	82	82	82	82	82	82
Land Grant 7s.....	77	77	77	77	77	77	77	77	77
Income 12s.....	133	133	133	133	133	133	133	133	133
Boston and Albany.....	133	133	133	133	133	133	133	133	133
7s.....	133	133	133	133	133	133	133	133	133
6s, 1895.....	133	133	133	133	133	133	133	133	133
Boston and Lowell.....	50	50	50	50	50	50	50	50	50
7s.....	50	50	50	50	50	50	50	50	50
Boston and Maine.....	97	97	97	97	97	97	97	97	97
Boston and Providence.....	137	137	137	137	137	137	137	137	137
Boston, Hart. & Erie 7s.....	19	19	19	19	19	19	19	19	19
Boston Water Power.....	7	7	7	7	7	7	7	7	7
Burl. & M. R. in Iowa.....	7	7	7	7	7	7	7	7	7
Land Grant 7s.....	102	102	102	102	102	102	102	102	102
Burl. & M. R. in Neb.....	102	102	102	102	102	102	102	102	102
8s, old.....	102	102	102	102	102	102	102	102	102
Carthage and Burl. 8s.....	102	102	102	102	102	102	102	102	102
Cary Improvement.....	115	115	115	115	115	115	115	115	115
Chl., Burl. and Quincy 11s.....	115	115	115	115	115	115	115	115	115
7s.....	110	110	110	110	110	110	110	110	110
Cin., Sand. and Clev.....	6	6	6	6	6	6	6	6	6
Concord.....	6	6	6	6	6	6	6	6	6
Connecticut River.....	133	133	133	133	133	133	133	133	133
Eastern.....	6	6	6	6	6	6	6	6	6
7s, Sinking Fund.....	50	50	50	50	50	50	50	50	50
Fitchburg.....	120	120	120	120	120	120	120	120	120
Ind. Cin. & Lafayette.....	120	120	120	120	120	120	120	120	120
Michigan Central.....	40	40	40	40	40	40	40	40	40
Nashua and Lowell.....	104	104	104	104	104	104	104	104	104
Northern, N. H.....	104	104	104	104	104	104	104	104	104
Norwich & Worcester.....	104	104	104	104	104	104	104	104	104
Ogden & Lake Champ 2d.....	24	24	24	24	24	24	24	24	24
Preferred.....	86	86	86	86	86	86	86	86	86
Old Colony.....	106	106	106	106	106	106	106	106	106
Ph. W. & Baltimore 6 1/4.....	61	61	61	61	61	61	61	61	61
Portld. Sac. & Ports.....	61	61	61	61	61	61	61	61	61
Ports, Gt. Falls & Con.....	104	104	104	104	104	104	104	104	104
Pullman Palace Car.....	76	76	76	76	76	76	76	76	76
Union Pacific.....	105	105	105	105	105	105	105	105	105
6s.....	105	105	105	105	105	105	105	105	105
Land Grant 7s.....	91	91	91	91	91	91	91	91	91
Sinking Fund 8s.....	91	91	91	91	91	91	91	91	91
Vermont and Canada.....	104	104	104	104	104	104	104	104	104
Vermont and Mass.....	104	104	104	104	104	104	104	104	104
Worcester and Nashua.....	104	104	104	104	104	104	104	104	104
Cambridge (Horse).....	111	111	111	111	111	111	111	111	111
Metropolitan (").....	111	111	111	111	111	111	111	111	111
7s.....	111	111	111	111	111	111	111	111	111
Middlesex (").....	111	111	111	111	111	111	111	111	111
Central Mining Co.....	161	161	161	161	161	161	161	161	161
Calumet and Hecla.....	161	161	161	161	161	161	161	161	161
Copper Falls.....	111	111	111	111	111	111	111	111	111
Franklin.....	111	111	111	111	111	111	111	111	111
Quincy.....	111	111	111	111	111	111	111	111	111

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 23

Th. 24. F. 25. Sat. 26 M. 28. Tu. 29. W. 30.

FEDERAL STOCKS:--				
U. S. 5s, 10-40s, reg.....	116	....	....	....
U. S. 5s, 10-40s, coup.....	....	119	....	119
U. S. 5s, 1881, reg.....	117	116	116	116
U. S. 5s, 1881, coup.....	117	117	116	116
U. S. 6s, 1881, reg.....	119	....	119	119
U. S. 6s, 1881, coup.....	120	120	....	118
U. S. 6s, 5-20s, reg. 1895.....	114	....	....	112
U. S. 6s, 5-20s, c. 1895.....	....	114	....	118
U. S. 6s, 5-20s, r. d. 1895.....	....	....	114	118
U. S. 6s, 5-20s, c. n 1895.....	115	....	114	118
U. S. 6s, 5-20s, reg. 1897.....	119	118	....	117
U. S. 6s, 5-20s, c. 1897.....	119	118	117	117
U. S. 6s, 5-20s, reg. 1898.....	....	....	....	....
U. S. 6s, 5-20s, c. 1898.....	121	....	....	....
U. S. 6s, Pac.R.R. issue.....	....	....	....	120

London Stock Exchange.

—Closing Prices.—

Aug. 11.	Aug. 18.
22	25
23	26
24	27
25	28
26	29
27	30
28	31
29	
30	
31	

Atlantic & G. W. 1st mort., \$1,000.....	23	26	23	26
Do. 2d mort. \$1,000.....	8	10	8	10
Do. 3d mort. \$1,000.....	84	4	4	5
Atlantic, Miss. & Ohio Consol. mort. 20.....	20	25	20	25
Central of New Jersey Consol. mort. 92.....	93	93	92	93
Central Pacific of California 1st mort. 99.....	100	99	99	100
Do. (C. & O. div.) 1st mt. gd. bds. 91.....	93	92	92	94
Detroit & Milwaukee 1st mort. bds. 30.....	40	30	40	40
Do. 2d do. 30.....	40	30	40	40
Eric shares, \$100.....	124	12	12	18
Do. Preference Shares.....	19	21	20	22
Do. 7 Convertible Gold Bonds.....	32	24	34	30
Galveston and Harrisburg 1st mort. 71.....	73	74	74	75
Illinois Central \$100 shares.....	82	84	81	83
Lehigh Valley Consol. mortgage.....	92	93	93	97
Maria and Cincinnati R. R. 97.....	100	97	100	97
M. Kan. & Tex. 1st M. G. B. R. Bds. 62.....	54	53	55	55
N. Y. Cent. & Hud. Riv. Mt. bds. 111.....	112	111	111	112
Do. 1st mortgage.....	95	97	97	98
Pennsylvania, \$50 shares.....	46	47	45	46
Do. 1st mortgage.....	93	94	98	94
Philadelphia and Reading \$50 sha. 40.....	41	40	41	41
Pittsb. P. W. & Chic. Equip bds. 108.....	108	104	104	108
Union Pacific Land Grant 1st mort. 95.....	97	95	97	97
Do. do. do. 2d do. 95.....	97	97	98	98

American Railroad Journal

Saturday, September 2, 1876.

Financial and Commercial Affairs.

The feature of the speculation on the Stock Exchange has continued to be the "coal stocks"—the Delaware and Hudson Canal, the Delaware, Lackawanna and Western Railroad, and the Central Railroad of New Jersey. The state of semi-panic into which these securities were precipitated by the announcement, last week, of the disruption of the coal combination, was followed by a recovery in the former two of about ten per cent, but the latter continued depressed. The result of the auction sale again developed weakness, and on Wednesday Delaware and Hudson stock was 84 cash, and 79 seller 60 days; Delaware, Lackawanna and Western, 81¾ cash, and 78 seller 60 days, and Central of New Jersey closed at 38¾. In Philadelphia, Philadelphia and Reading was 90, and Pennsylvania 94¾ per cent. Lehigh Valley recovered from 104 to 107, Lehigh Coal and Navigation was 94½ per cent. In other securities, on the New York Stock Exchange, business has been dwarfed by the excitement in coal stocks; and but little interest has been felt except in Lake Shore and Michigan Southern Railway and Western Union Telegraph. Investment railway securities exhibit more or less decline. Money continues abnormally easy.

There has been a sharp decline in gold, from 110¾ at the close of our last to 109¾; and, accompanied, as it is, by a decline in the rate of Exchange, operates very strongly against the exporter. The currency value of the pound sterling has declined about six cents or 1¼ per cent. Imports are light, and such as they are, are not being remitted for; therefore the demand for ex-

change is quite small. Bankers' sixty day bills on London closed on Wednesday at \$4 87@84 87½; gold; sight bills on London at \$4 88½@84 89, gold, to the £ sterling.

The Bank Statement for the past week shows a slight decrease in the reserve, owing to a reduction in the amount of legal tenders held by them, and a decrease of circulation; besides an increase in the amount of specie. The smaller reserve is ascribed to the call for funds with which to move the crops that are now maturing under the most favorable auspices with unimportant exceptions.

The markets for merchandise have been fairly active. An important decline in Cotton has taken place, under the combined influences of dull foreign advices, and better weather for the maturing crop. The speculation in pork and lard has been towards a further sharp decline, under the prospect of a large production during the next packing season. Flour and wheat have been improved slightly by stronger foreign accounts, and some return of confidence to holders, but the business has not been active; and Indian corn is drooping. There has been an excited speculation in petroleum, and this important staple to our foreign commerce has advanced about 30 per cent, but the close is at some reaction.

The exports from New York continue at a full valuation, and amount for the past week to \$5,540,585, a slight increase over last week.

Government Bonds have declined. There is a good deal of uncertainty felt as to the effect upon them that may be caused by the new 4½ per cent loan, and the decline in gold somehow has a depressing influence; but at the close more steady, on the announcement that the new 4½ per cent stock is to be brought out at a small premium. This put up the 5-20s of 1865 about ½@¾ per cent. The closing prices are as follows:

U. S. sixes of 1881, 118½@119; U. S. Five-Twenties of 1865, at 112½@113; U. S. Five-Twenties of 1865, consolidated, 113½@113½; U. S. Five-Twenties of 1867 117@117½; U. S. Five-Twenties of 1868, 119@120; U. S. Ten-Forties, 115½@115½; U. S. Fives of 1881, (Funding Loan) 115¼@115½; Six per cent. currency Sixes, 126@126¼.

Pig Iron has been quiet; Glengarnoch Scotch, \$27@27 50, and No. 2 American, \$20@21. There has, however, been a sale of 10 000 tons of Steel Rails to a Western Railroad at a private price—quoted at \$65 currency. Old rails are quiet at \$20@22.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 8; do. consol. S. F. bonds, 67½; Chesapeake and Ohio 1st mort., coupon on, 27½; New Jersey Southern R. R., ½; Producers' Consol. L. and P. Co., 115½; Maryland Coal, 13½; South Carolina 6s, new, non fund., 2½; Tennessee 6s, old, 48¾; do. 6s, new, 48¾; do. n. s., 48¾; Missouri 6s, 1877, 101; do. long bonds, 106¼; Michigan 6s, 1878, 101; Arkansas 7s, issued to Central R. R., 9; Georgia 7s, gold, 107; North Carolina 6s, special tax, 3d class, 1½; Brooklyn 6s, Water Loan, 106. The latest quotations are: Pacific Mail, 21¼@21½; Western Union Telegraph, 63@69¼; Atlantic and Pacific Tel., 17¼@17½; Quicksil-

ver Mining, 13@14; do. pref., 17½@20; Mari-
posa Land and Mining, 6@8; do. pref., 6½@9;
Adams Exp., 106@110; American Exp., 59@60;
U. S. Express, 60½@62; Wells-Fargo Express
85@86; Chicago and Alton, 97@100; Cleveland
and Pittsburg, 91½@92; Chicago and Northwest-
ern, 86¼@86½; do. pref., 59½@59½; Chicago,
Rock Island and Pacific, 102½@103; Chicago,
Milwaukee and St. Paul, 81@81½; do. pref.,
65½@65½; Cleveland, Columbus, Cincinnati and
Indianapolis, 40@42; Columbus, Chicago and In-
diana Central, 3¼@4¼; Delaware, Lackawanna
and Western 80¼@80½; Erie, 11½@11½; Han-
nibal and St. Joseph, 11@12; do. pref., 19@20;
Lake Shore and Michigan Southern, 53½@53¾;
Michigan Central, 89½@89½; New York and
Harlem, 137@138; N. Y. Central and Hudson
River 106½@107; Central of New Jersey 38½@
38½; Ohio and Miss., 11¼@11½; Panama, 126
@135; Toledo, Wabash and Western, 2@2¼;
Pacific R. R. of Mo., 3½@4; Union Pacific, 62½
@63½; do. 1st mort., 106½@106½; do. 7s, land
grant, 104@105; do. sinking fund 8s, 95½@96½;
Central Pacific 6s, gold, 110½@110½.

Philadelphia.—American Steamship Co. 6s, 82½;
Continental Passenger R. R., 36; do. 6s, 99¾;
Junction R. R. 1st mort., 101; Schuylkill Nav.
7s, Boat Loan, 91; Huntingdon and Broad Top
Mt. 1st mort. 7s, 107; Pennsylvania and New
York Canal 7s, 109¼; Chesapeake and Delaware
Canal 6s, 85; Philadelphia and Reading R. R. 6s,
1880, 102½; Philadelphia and Reading Coal and
Iron mort. 7s, 80; Nesquehoning Valley R. R.,
52; Northern Pacific pref., 11; Philadelphia,
Germantown and Norristown R. R., 100; Central
Transp. 43½; Empire Transp. 8s, 103. The latest
quotations are: City 6s, 104@—; do free of tax,
110½@110½; Pennsylvania State 6s, 2d series,
104@104; do. 3d series, 112¼@—; Philadelphia
and Reading, 45@45½; do. Gen'l mort. 7s, coup.,
107@—; do. reg., 106@107½; do. mort. 6s, 1880,
102@—; do. 7s, new conv., 98@99; do. 7s, 1893,
109@112; United New Jersey R. R. and Canal Co.,
138@139; Camden and Amboy mort. 6s, 1889,
107@—; Pennsylvania R. R., 47½@47½; do. 1st
mort., 105@106; do. general mort. coupon, 106@
—; do. reg., 107½@108; do. Consol. mort. 6s,
reg., 100@101; Little Schuylkill R. R., 47@47½;
Morris Canal, 50@56; do. pref., 133@138; Susq.
Canal, 6@10; do. 6s, 72@74; Schuylkill Nav., 5@
7; do. pref. 12@14; do. 6s, 1882, 75@78; do.
1872, 93@95; Elmira and Williamsport pref., 40@
—; do. 7s, 101½@—; do. 5s, 65@—; Lehigh
Coal and Navigation, 32½@32½; do. 6s, 1884,
102½@102¾; do. R. R. Loan 101@102; do. Gold
Loan, 103@103¼; North Pennsylvania, 49@50;
do. 6s, 105½@106½; do. 7s, 109@110½; do.
Gen'l mort. 7s, reg., 107½@107¾; do. chattel
10s, 103@—; Philadelphia and Erie 15½@15½;
do. 6s, 103½@104; do. 7s, 93¼@94½; Minehill,
52@53; Catawissa, 11½@13; do. pref., 42@43;
do. new pref., 40@41; do. 7s, 1900, 107@108½;
Lehigh Valley, 53½@53½; do. 6s, new coupon,
106@—; do. reg., 107@108½; do. 7s, 113@—;
do. consol. mort., 96½@100; Fifth and Sixth
streets (horse), 70@73; Second and Third, 88
@90; Thirteenth and Fifteenth, 41¼@42; Spruce
and Pine, 30@32; Green and Coates, 49½@51;
Chestnut and Walnut, 83@90; Hestonville, 24@
24¼; Germantown, 65@68; Union, 98@—; Lom-

bard and South, 20@23; Ridge Avenue, 67@
65; Tenth and Eleventh @—; Seventeenth and
Nineteenth, 36@—.

Boston.—Eastern R. R. new mortgage, 50@47½;
Michigan Central Air Line 8s, 1890, 90; Vermont
Central 1st mort., 10@9¼; Cheshire R. R. 6s,
97½; Burlington and Missouri River R. R. in
Nebraska 8s, new, 91¼; Connecticut and Pas-
sumpsic Rivers R. R. pref., 35½; Boston, Revere
Beach and Lynn R. R., 110½; Maine 6s, 1889,
110½@111; Chicago 7s, 104¼; Providence 5s,
1900, gold, 108¾; Cincinnati 7s, 1902, 102¾;
do. 7.30s, 1898, 110¼; Manchester 6s, 1885, 103¼;
New Bedford 5s, 1902, 103 Boston 6s, 1898,
cur., 113½; Duncan Silver Mining Co., 4.

Baltimore.—Baltimore City 6s, 1875, 103¼;
do. 1884, 109; do. 1886, 109; do. 1890, 109¾;
Maryland Defense 6s, 110¼; Central Ohio R. R.
pref., 38; Baltimore and Ohio R. R. 2d pref.,
101; Atlantic Coal, 1.85. The latest quotations
are: Cincinnati and Baltimore 7s, 97¼@—; Ches-
apeake and Ohio Canal 6s, 97@102; Wilming-
ton and Weldon 7s, @101½; Wilmington, Co-
lumbia and Augusta 7s, @40; Richmond and
Danville 1st mort., 69½@70½; Pittsburg and
Connellsville 7s, 1898, 103½@104¼; Baltimore
and Ohio, 153¼@158; do. 6s, 1880, 103½@—;
do. 1885, 106¼@107; Northern Central, 31@33;
do. 6s, 1885, 103½@—; do. 6s, 1900, 104@—;
do. 6s, 1900, gold, 101½@102½; N. W. Va. 3d
mort., 1885, 97@—; Marietta and Cincinnati 1st
mort. 7s, 1892, 106¼@—; do. 2d mort. 7s, 95½
@96½; do. 3d mort. 8s, 65¾@66; Central Ohio,
34@—; do. pref., 37@—; do. 1st mort., 102¾@
103½; Western Maryland 1st mort. 6s, 1890, 90
@—; do. 1st mort. guar., 103@105; do. 2d mort.
guar., @107½; do. 3d mort. guar., 105@107½;
do. 2d mort. pref., 100@101; do. 2d mort. guar.
by Washington Co., 100@102; Virginia and Ten-
nessee 2d mort. 6s, 68@75; do. 3d mort. 8s, 66¼
@69; Orange and Alexandria 1st mort. 6s, 80@—;
do. 2d mort. 6s, 72@80; do. 3d mort. 8s, 63@74;
do. 4th mort. 8s, @53½; Orange, Alex. and
Manassas 7s, 78@80; Baltimore 6s, 1875, 103¼
@103½; do. 1884, 109@109; do. 1886, 109@
109¼; do. 1890, 109½@110; do. 1900, 109@
109¾; do. 1902, 109¾@—; do. 6s, 90@—; Mem-
phis City 6s, 50@—; Maryland Defense 6s, 1888,
110½@111; do. Hospital 6s, 106@106½; do. 6s,
@100; Virginia coupon 6s, old, 30@—; do.
new, 30@—; do. consol. 6s, 66¾@66½; do.
Peelers, 33@33½; Virginia Consol. coupons, 86½
@86½; West Virginia def. certif., 5¾@6; City
Passenger R. R., 29@35; George's Creek Coal,
120@129; Atlantic Coal, 1.50@2.00; Canton Co.,
30@—; do. 1st mort. 6s, 92@94; Santa Clara
Mining Co., 20@21½; do. bonds, 40@60.

Parties desirous of investing in the new
U. S. 4½ per cent bonds to be brought out by
Messrs. August Belmont & Co., and others, as
per advertisement in another column, are advised
to do so now, as the price will undoubtedly be
advanced after a time.

The coupons of the First Mortgage Bonds
of the Texas and Pacific Railway Company, ma-
turing Sept. 1, 1876, will be paid in gold on and
after that date on presentation at the office of the
company, No. 50 Exchange place, New York, or
No. 275 South Fourth st., Philadelphia.

The New United States 4 1-2 Per Cent Loan.

Messrs. August Belmont & Co., 19 and 21 Nassau street; Drexel, Morgan & Co., 23 Wall street; J. & W. Seligman & Co., 21 Broad street; and Morton, Bliss & Co., 3 Broad street, New York, give notice that they will receive application from Thursday, August 31, to Monday, September 4, at 4 o'clock P. M., for the new United States 4½ Per Cent Loan, payable after 1891, at the price, in gold, of 100¼ and accrued interest from September 1 to time of payment, at the pleasure of the purchaser, between the 10th and 30th of September. The bonds will be issued in registered certificates only in denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000. Two per cent of the purchase money to be paid on making the application and the remainder on delivery of the certificates. United States securities taken in payment on favorable terms.

The prospectus of the new 4½ loan was brought out in London on Wednesday by the house of Rothschilds there for themselves and associates, the asked price being 103¼. The bonds are described as redeemable in 1891, with interest payable quarterly, principal and interest to be paid in gold coin. The subscription lists were to have been opened on Thursday, to remain open until Tuesday next. Interest on registered bonds will be made payable on the same principle as British consols. The first coupons will be made payable in June, 1877. Payment of £5 must be made on application, £25 on allotment, £25 in October, £25 in December, 1876, and £28 10s. in February, 1877.

At an election for officers of the Quincy and St. Paul Railway Company held at La Grange, Mo., on the 10th ult., the following gentlemen were chosen: William D. Marvel, New York, President and Financial Agent; A. J. Morrison, Moulton, Iowa, Treasurer; C. H. Spencer, Quincy, Ill., Secretary; E. P. Buell, Warsaw, Ill., Superintendent and Chief Engineer; G. M. Ochiltree, Waterloo, Mo.; J. W. Kittle, Keokuk, Ia.; J. M. Mason, St. Louis, Mo.; Hon. H. H. Trimble, (ex-Judge), Bloomfield, Ia., Counsellor.

The sale of the Louisville, Paducah and Southwestern Railroad took place at Louisville, Ky., on the 24th ult. The main stem, from Elizabethtown to Paducah, was bought by H. W. Smithers of London and A. Marcus of New York, as trustees of the European bondholders, for \$700,000. The branch, from Elizabethtown to Louisville, was bought by the branch bondholders, represented by Morris K. Jesup of New York, George Webb of Philadelphia, and John T. Mason of Louisville, for \$540,000. The terms of the sale are cash when the sale is affirmed.

The election in Boston on the 21st ult. of the stockholders of the Eastern Railroad Company for three directors, resulted in the choice of the following gentlemen: James W. Johnson, of Enfield, N. H.; Samuel C. Lawrence, of Medford, Mass.; and Frank Jones, of Portsmouth, N. H.

The railroad connecting San Luis Obispo, Cal., with the harbor at Avila, nine miles distant, was completed on the 9th ult. The formal opening was to have taken place on the 19th. The road is a narrow gauge, and is well constructed and equipped.

Erie Railway.

It is stated that the Erie Railway Company (acting in conjunction with the United States Express Company) have determined on extending their through system of booking, from Europe to all the principal points in the United States and Canada, which has heretofore been restricted to passenger traffic, to goods and parcels as well, whereby a great saving of time, labor, and expense will accrue to the shippers. The new through goods and parcels department has its chief office at 43, Old Hall Street, Liverpool, and has been placed by the Receiver and President of the Company (the Hon. Hugh J. Jewett) under the care of Mr. J. H. Redman, formerly of the London and North Western, and late of the South Eastern Railway.—*Herapath.*

The Holyoke narrow gauge railroad survey having reached Hartford, the engineers have decided to push it through to New Haven and tide water. They find it 82 miles from Holyoke to Hartford, and the route very feasible. Then they are going to survey over to Amherst from Holyoke with the idea that the Massachusetts Central will ultimately be built as a narrow gauge road to connect with the Southern Vermont scheme, and so trunk narrow gauge lines from the Connecticut valley ultimately find outlets at Boston and New Haven.

As the Connecticut Central and Valley Railroad Companies cannot agree to operate the new line from Springfield to Hartford together the former has taken possession of its own property and commenced operating it independently of the through line. This closes the seven miles of road from Springfield to Long Meadows and the city's new southern connection for the present.

Messrs. Buck Brothers, of Millbury, Mass., chisel manufacturers, have secured an order for goods from Australia. It is believed they will be the first goods of that description ever shipped from this country to that, they having heretofore been purchased in England. A case of goods on exhibition at the Centennial are thought to have caused the order.

Holders of the first mortgage bonds of the Montgomery and Eufaula Railroad, endorsed by the State of Alabama, are notified to file a statement of such bonds, pursuant to a decree of the United States Circuit Court in Alabama, with Mr. J. W. Dimmick, the master in chancery, at his office in Montgomery, Alabama, by October 16th, 1876.

The Comptroller of Tennessee gives notice that the past due coupons of bonds of that State, of July, 1874, July 1875, and January, 1875, will be paid on and after the 15th inst., at the Fourth National Bank in New York, or the State Treasurer's office in Nashville.

The interest maturing September 1 on the fifteen-year 8 per cent convertible bonds of the Hannibal and St. Joseph Railroad Company will be paid on and after that date at the Bank of North America.

The earnings of the Hannibal and St. Joseph Railroad for July, 1876, were \$138,087; for July, 1875, \$113,131—increase, \$24,956.

The new railroad between Osaka and Kioto, Japan, thirty miles long, was opened last month and is now in regular operation.

BANKING AND FINANCIAL.

The undersigned hereby give notice that they will receive applications from THURSDAY, 31st inst. to MONDAY, Sept. 4, at 4 p. m., for the new United States 4½ per cent Loan, payable after 1891, at the price in gold of 100¼ and accrued interest from Sept. 1 to time of payment at the pleasure of the purchaser between the 10th and 30th of September.

The Bonds will be issued in registered certificates only, in denominations of \$50, \$100, \$500, \$1,000, \$5,000, and \$10,000.

Two per cent of the purchase money to be paid on making the application, and the remainder on delivery of the certificates.

United States Securities taken in payment on favorable terms.

AUGUST BELMONT & Co., 19 and 21 Nassau-st.

DREXEL, MORGAN & Co., 23 Wall-st.

J. & W. SELIGMAN & Co., 21 Broad-st.

MORTON, BLISS & Co., 3 Broad-st.

New York, Aug. 30, 1876.

The Little Rock and Hot Springs Railroad Company, in Arkansas, have contracted with W. P. Hanchett for building a single track road from Little Rock to Hot Springs. The work will be commenced on October 1, 1876, and is to be completed within one year. The length will be sixty miles. The cost of grading, laying the iron and completing the road in readiness for the cars will be about \$500,000. J. W. Webster is president of the company.

The grading on the St. Martins and Up-ham (Ca.) Railway is in an advanced state, about two-thirds of the work being completed. There are also upwards of sixty thousand sleepers ready for use along the line. A small portion of the rails on the Hampton end of the line are in position.

The contract has been awarded for the construction of the Extension of the Whitby (Ca.) Railway from Port Perry to Lindsay. The time set for the completion is the 1st of August next year. The contractors expect to finish the grading before winter, and bring the work to an end by the commencement of June.

Messrs. Turton & Knox commenced on the 12th ult. laying track on the Amador Branch Railroad, extending from the town of Galt on the Central Pacific Railroad to Ione in Amador County, a distance of 27 miles. The work is to be pushed on rapidly to completion.

It is stated that an effort is being made to resuscitate the Queenstown and Harrington Railroad, in Queen Anne's County, Md., and to establish in connection therewith a line of steamers to Baltimore.

The Rochester and State Line Railroad will be finished to Salamanca by the 1st of January, 1877, and next spring it will be pushed on towards the coal basin of Jefferson County.

The railroad from Oakland Point to Berkeley, in Alameda County, Cal., was opened on the 14th ult.

One of the bridges of the Felton Railroad Company over a canyon leading into San Lorenzo, Alameda County, Cal., is eighty feet high.

The iron rails on the Castle Shannon Railroad are being replaced by steel ones.

MARSHAL'S SALES.

Marshal's Sale.

George L. Douglass, trustee, &c., p'lffs, against Louisville, Cincinnati and Lexington Railroad Company, debts, and cases heard therewith—Louisville Chancery Court, No. 27,787.

By virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st., in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st., in the city of Lexington, and from Lagrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati B-ridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situated, and adjacent thereto, machine shops, round houses, cattle-pens, and the lands on which they are situated and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except choses in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale and the transferee thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page —. Said bonds mature July 1, 1881, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1881, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 12, 1867, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars, each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

8 per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of said five mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subjection to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bid therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first two mortgages (excluding the Lees, Hunt, Douglass and Green trust deeds), and his assumption of and subjection to the engagements, obligations, rights, power and duties of said two mortgages, and will accept the highest bidder therefor.

The purchaser, or in the event of his transferring his bid before the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgagee or trustee of each mortgage or deed of trust to which he buys subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be

acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que trusts* all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que trusts* all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,

Marshal Louisville Chancery Court.

A New Drawbridge.

A recently patented drawbridge, designed to afford perfect facilities for crossing navigable streams without impeding navigation, is the invention of Lieut. Com. H. H. Gorringe, U. S. N., of Washington. The bridge is composed of a number of floats, each pivoted or hinged at one end, the other end being moored to anchor piles by means of a chain passing over a windlass on the swinging end of the draw or leaf. By revolving the windlass the draw or leaf may be swung clear, so as to afford vessels a single passage as wide as the length of the draw; a reverse motion of the windlass closing the draw and opening the roadway. Since this operation may be performed with either or all of the floats, vessels may pass through the bridge at any point selected, or the whole width of the river may be thrown open to navigation. The inventor, among other things, claims "cheapness and facility of construction, greater security than ordinary bridges, freedom from obstruction to navigation, and from risk of damage by freshets, moving ice and other floating bodies."

Messrs. Williams & Woods, the contractors for building the Lehigh and Eastern Railroad, correct the statement that they had contracted for forty miles as follows: "We have contracted with the company for the entire road, and the contract has been ratified by the board of directors, and we have already commenced operations. The road is to be finished so that a train of cars loaded with coal shall reach Boston by the first day of April next."

Mr. William R. Allen has been appointed Assistant President of the St. Louis, Iron Mountain and Southern Railroad company, with authority to direct the affairs of the company in any department, and to be subordinate only to the president and board of directors. He will continue to act as general ticket agent.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	July '78 31	Long Island.....50	3,000,000	M. & B.	May '78 10	Vermont and Mass.....100	2,800,000	A. & O.	Apr. '78 24
Atlanta and West Point.....100	1,232,200	J. & J.	July '78 8	Louisv., Cin. and Lex.....50	1,623,483	J. & J.	July '78 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '78 31
Atlantic and Gulf.....100	3,693,200	—	—	— pref. 100	848,700	J. & J.	Jan. '74 44	Warwick Valley.....100	225,000	A. & O.	Apr. '78 24
— guar. 50	786,476	M. & N.	Nov. '78 34	Louisville & Nashville.....100	8,980,000	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,200	J. & J.	Jan. '78 4
Atlantic and St. Law*.....100	89,484,900	M. & S.	Mar. '78 3	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
— new 1870 100	1,500,000	—	—	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 3	Winchester & Potomac* 100	180,000	J. & J.	July '78 2
Avon, Genesee & Mt. M* 100	225,000	A. & O.	Jan. '75 5	Lykens Valley.....100	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg* 100	600,000	J. & J.	July '78 2
Baltimore and Ohio.....100	13,151,862	M. & N.	May '76 5	Macon and Western.....100	2,500,000	J. & J.	July '78 5	Worcester and Nashua. 75	1,789,800	J. & J.	July '78 2
Washington Br. ....100	1,650,000	A. & O.	Apr. '76 5	Maine Central.....100	3,400,500	—	—				
Berkshire*.....100	600,000	quarterly	July '76 14	Manchester and Law.....100	1,000,000	M. & N.	May '76 5				
Blossburg & Corning*.....100	260,000	J. & D.	Dec. '72 24	Marietta & Cincinnati.....50	1,408,912	—	—				
Boston and Albany.....100	20,000,000	M. & S.	May '76 5	— 1st pref. 50	8,130,719	M. & S.	Sep. '68 30				
Bos., Cin. & Fitch. pref. 100	1,172,600	—	—	— 2d pref. 50	4,460,888	M. & S.	Sep. '68 30				
Agricultural Br. guar. 100	60,000	J. & D.	Jan. '76 3	Massachusetts*.....100	400,000	F. & A.	Feb. '76 3				
Bost., Conc. & Mont. pref. 100	3,200,000	M. & N.	May '76 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3				
Boston and Lowell.....100	6,921,274	M. & S.	Jan. '76 3	Michigan Central.....100	18,788,204	J. & J.	Jan. '73 4				
Boston and Maine.....100	4,000,000	M. & N.	May '76 3	Mill Creek & Minehill* 50	323,375	J. & J.	July '76 5				
Boston and Providence.....100	3,500,000	M. & N.	May '76 3	Milwaukee and St. Paul.....100	15,399,261	A. & O.	Dec. '70 7				
Bost., Revere B. & Lynn.....100	980,000	F. & A.	Sept. '76 2	— pref. 100	12,274,488	A. & O.	Oct. '76 24				
Buffalo, N. Y. & Erie* 100	5,254,203	M. & S.	Sept. '76 5	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '76 34				
Burlington and Mo. Riv. 100	1,485,900	M. & S.	July '76 24	Morris and Essex*.....50	14,068,100	J. & J.	July '76 34				
— pref. 100	5,847,800	quarterly	July '76 24	Nashua and Lowell.....100	900,000	M. & N.	Nov. '74 4				
Camden and Amboy*.....50	377,400	quarterly	July '76 24	Naugatuck.....100	1,000,000	F. & A.	Aug. '76 5				
Camden and Atlantic.....50	838,352	quarterly	July '76 24	Naugatuck Valley*.....100	977,400	M. & S.	Sep. '76 5				
— pref. 50	1,020,330	J. & J.	Jan. '72 24	Newark and N. York*.....100	1,618,500	J. & J.	Jan. '76 34				
Cape Cod.....60	447,000	J. & D.	June '76 5	N. Bedford.....100	605,000	M. & N.	Jun. '76 100				
Cape May and Millville* 50	426,900	Novemb.	Nov. '71 6	N. Castle & Beaver Val.* 50	605,000	quarterly	July '76 24				
Canasqua & Fogelsv. 50	1,159,600	M. & N.	May '76 3	N. Haven & Northamp.....100	7,295,200	quarterly	July '76 24				
Catawissa.....50	2,200,000	M. & N.	May '76 3	New Jersey*.....100	1,418,800	quarterly	July '76 24				
— pref. 50	1,000,000	M. & N.	May '76 3	New London Northern* 100	80,428,350	quarterly	July '76 24				
Cayuga and Susq*.....100	589,110	F. M. A. N.	July '76 4	N. Y. Cen. & Hudson R. 100	8,500,000	J. & J.	July '76 4				
Cedar Rapids & Mo. R. 100	760,000	F. & A.	Aug. '76 1	New York and Harlem.....100	1,500,000	J. & J.	July '76 4				
— pref. 100	4,666,800	J. & J.	July '76 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '76 6				
Central of Georgia.....100	20,525,000	quarterly	July '76 24	N. Y. Provid. & Weston.....100	2,500,000	quarterly	July '76 24				
Central of New Jersey.....100	2,425,000	J. & D.	June '76 24	Nlag. Bridge & Oanand* 100	1,000,000	J. & J.	July '76 5				
Central Ohio.....50	400,000	A. & O.	June '76 3	North Carolina*.....100	4,000,000	irregular	Jan. '73 5				
— pref. 50	54,275,500	A. & O.	Oct. '75 4	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4				
Central Pacific.....100	890,000	quarterly	July '76 24	North Pennsylvania.....50	3,978,150	F. & A.	Aug. '76 3				
Chemung*.....100	2,155,300	J. & J.	Sept. '76 4	Northern Central.....50	3,842,000	—	Apr. '76 3				
Cheshire, preferred.....100	9,649,100	M. & S.	Sept. '76 4	Northern N. Hampsh.....100	3,068,400	J. & D.	June '76 24				
Chicago and Alton.....100	2,425,400	M. & S.	Sept. '76 4	Northern New Jersey* 100	1,000,000	J. & J.	July '76 4				
— pref. 100	27,512,842	M. & S.	Sept. '76 4	Norwich & Worcester* 100	3,604,400	J. & J.	July '76 5				
Chicago, Burl. & Quincy.....100	3,916,200	M. & S.	Sept. '76 5	Ogdensb. & L. Champ. 100	3,077,000	J. & J.	July '76 2				
Chicago, Iowa & Nebraska* 100	14,394,600	J. & D.	July '76 3	— pref. 100	2,000,000	A. & O.	Apr. '76 4				
Chicago & N. Western.....100	21,485,653	J. & J.	July '76 3	Ohio and Mississippi.....100	20,000,000	quarterly	July '76 24				
— pref. 100	25,000,000	A. & O.	Apr. '76 4	Oil Cr. & Allegheny R. 50	4,259,450	J. & D.	Mar. '75 24				
Chicago, B. I. & Pacific.....100	8,500,000	A. & O.	Apr. '76 4	Old Colony.....100	6,733,800	J. & J.	July '76 3				
Cin., Ham. & Dayton.....100	2,980,500	—	—	Oswego and Syracuse* 100	482,400	F. & A.	Aug. '76 4				
Cin., Sand. and Cleve.* 50	413,150	M. & N.	May '76 3	Pacific of Missouri.....100	3,635,750	quarterly	July '76 5				
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Panama.....100	7,000,000	quarterly	July '76 5				
Cleveland & Mahoning* 50	2,057,569	M. & N.	May '74 3	Patterson and Hudson* 100	632,000	J. & J.	July '76 5				
Cleveland & Pittsburg* 50	11,236,150	M. J. S. D.	Sept. '76 1	Patterson and Newark* 100	250,000	J. & J.	July '76 4				
Columbus and Xenia*.....100	1,786,800	F. & A.	Aug. '76 4	Patterson and Ramapo* 100	248,000	J. & J.	July '76 5				
Colum. & Hooking Val. 100	2,500,000	F. & A.	Aug. '76 4	Pember. & Hightstown* 50	342,150	J. & J.	July '76 5				
Concord.....100	1,500,000	M. & N.	May '76 3	Pennsylvania.....50	68,144,475	quarterly	Aug. '76 2				
Concord and Port.*.....100	350,000	J. & J.	July '76 3	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Aug. '76 4				
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '76 3	Philadelphia and Erie* 50	6,004,300	J. & J.	July '76 4				
Connecticut River.....100	2,100,000	J. & J.	July '76 4	— pref. 50	2,400,000	J. & J.	July '76 4				
Cumberland and Vt. 50	1,292,950	A. & O.	Apr. '76 4	Phil. Ger. & Norristown* 50	1,626,250	M. J. S. D.	Sep. '76 24				
— 1st pref. 50	241,900	A. & O.	Apr. '76 4	Philadelphia & Reading.....100	32,725,775	quarterly	July '76 24				
— 2d pref. 50	248,900	A. & O.	Apr. '76 4	— pref. 50	1,561,800	quarterly	July '76 24				
Danbury and New York 50	600,000	—	—	Phila. and Trenton*.....100	1,259,100	quarterly	July '76 24				
Delaware*.....50	1,230,950	J. & J.	July '76 3	Phila., Wil. & Balt.....100	11,536,250	J. & J.	July '76 4				
Del., Lackaw. & Westn. 50	23,500,000	quarterly	July '76 24	Pittsb., Ft. W. & Chi.* 100	19,714,255	quarterly	July '76 4				
Detroit & Milwaukee* 50	822,140	J. & D.	Dec. '76 2	— Special Imp. 100	2,000,000	quarterly	July '76 14				
— pref. 50	2,095,000	A. & O.	Dec. '76 2	Pittsfield & N. Adams.....100	450,000	J. & J.	July '76 3				
Dubuque & Sioux City* 100	5,000,000	J. & D.	Apr. '76 3	Portland and Kennebec.....100	618,700	J. & J.	Apr. '76 3				
East Pennsylvania*.....50	1,209,200	J. & J.	July '76 3	Yarmouth certificates.....100	202,400	A. & O.	Apr. '76 3				
East Mahanoy*.....50	392,950	J. & J.	July '76 2	Portl., Saco & Portam.....100	1,500,000	J. & J.	July '76 3				
East Tenn., Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Providence & Worcester.....100	2,000,000	J. & J.	July '76 4				
Eastern (Mass.).....100	4,997,600	J. & J.	July '76 3	Raleigh and Gaston.....100	1,400,000	J. & J.	July '76 6				
Eastern (N. H.).....100	492,500	F. & A.	Aug. '74 24	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '76 4				
Elmira, Jct. & Canand* 100	500,000	M. & N.	May '76 3	Roch. & Genesee Val.* 110	555,200	J. & J.	July '76 5				
Elmira & Williamsport* 50	500,000	J. & J.	July '76 3	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '76 5				
— pref. 50	500,000	J. & J.	July '76 3	Rutland*.....100	2,480,800	F. & A.	Feb. '75 34				
Erie Railway.....100	78,000,000	—	—	— preferred 100	4,165,700	F. & A.	Feb. '75 34				
— pref. 100	8,539,910	—	—	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2				
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept. '76 1	St. L., Alt. & T. Haute.....100	2,900,000	—	—				
Fitchburg.....100	4,000,000	J. & J.	July '76 4	— pref. 100	2,040,000	F. & A.	Feb. '74 3				
Georgia.....100	4,200,000	J. & J.	July '76 4	St. L., 1. Mt. & South'n. 100	14,348,950	—	—				
Great Western (Oa.).....100	19,237,404	A. & O.	Apr. '74 14	St. L., Kan. C. & North. 100	13,000,000	—	—				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 3	— pref. 100	12,000,000	—	—				
— pref. 100	5,078,224	Annual	Aug. '70 7	Saratoga and Schenec* 100	300,000	J. & J.	Apr. '76 34				
Hanover Branch, (Va.).....50	116,850	M. & N.	May '76 5	Schuylkill Valley*.....50	676,050	J. & J.	July '76 24				
Harlem Extension.....100	4,000,000	—	—	Seaboard and Roanoke.....100	1,151,400	M. & N.	May '76 3				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '76 34	Shamokin V. & Pottav.* 50	969,450	F. & A.	Aug. '76 4				
Houston, pref. ....100	1,180,000	quarterly	July '76 2	Shore Line*.....100	995,800	J. & J.	Jan. '76 3				
Huntingdon & Bt. Pcd. 50	880,000	—	—	South Branch (N. J.)*.....100	438,300	J. & J.	Jan. '72 3				
— pref. 50	450,750	J. & J.	July '68 34	South Carolina.....100	5,819,375	F. & A.	Feb. '71 2				
Illinois Central.....100	20,000,000	F. & A.	Aug. '76 4	South Western (Ga.)* 100	3,939,900	J. & D.	Dec. '76 34				
Indiana, Cin. & Laf. 50	7,886,497	M. & S.	Sept. '76 1	Staten Island.....100	600,000	J. & J.	July '76 4				
Iowa Falls & Sioux City* 100	4,925,000	quarterly	Sept. '76 1	Stockbridge and Pitts*.....100	448,700	J. & J.	Nov. '74 24				
Jefferson, Mad. & Ind. 100	2,000,000	quarterly	July '76 14	Stony Brook*.....100	287,300	M. & N.	Nov. '75 3				
Joliet and Chicago*.....100	1,500,000	quarterly	July '76 14	Summit Branch*.....50	412,600	F. & A.	Feb. '76 3				
Joliet & North Indiana* 100	300,000	J. & J.	July '76 4	Sussex (N. J.).....100	317,500	J. & J.	Jan. '72 24				
Lake Shore & Mich. So. 100	49,468,500	F. & A.	Aug. '76 2	Syr., Bingham. & N. Y.* 100	2,947,500	J. & D.	Dec. '75 3				
— (guar.) 100	533,500	F. & A.	Aug. '76 5	Taunton Branch.....100	500,000	J. & J.	Jan. '74 5				
Lawrence*.....50	450,000	quarterly	July '76 24	Terre Haute & Ind. ....100	1,085,150	J. & J.	July '76 5				
Leeds and Farmington* 100	900,000	J. & J.	Jan. '72 3	1st, Wab. & West. pref. 100	1,000,000	M. & N.	May '74 3				

WHOLESALE PRICE CURRENT.

IRON--DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 2½ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 26; Scrap Wrought, 28 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch--Coltless.....per ton 29 @ --
Gartsherrie.....@ --
Summerlee.....@ --
Carnbroe.....@ --
Langlois.....@ --
Glenarnock.....27 60 @ 28 --
Kilginton.....27 @ --
Pig, American, No. 1.....22 @ 23 --
Pig, American, No. 2.....20 @ 22 --
Pig, American, Forge.....19 @ 20 --
Bar, Refined, English and American.....@ --
Bar, Swedes, assorted sizes.....(gold) 100 @ --

Bar, Swedes, ordinary sizes.....@ 132 50

Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6

1 inch x 1 to 1 in.....24 @ --

Bar Refined, 1 to 6 by 1 & 5-16 in.....27 @ --

Bar Refined, 1 & 1½ by 1 & 5-16 in.....27 @ --

Large Rounds, 2½ to 2½ to 2½ @ 4 in.....34 @ 6.1

Scroll.....34 @ 6.1

Ovals and Half-round.....34 @ 6.1

Band, 1 to 6 in. by 3-16 to No. 12.....29 @ 4.2

Horse Shoe.....4 @ --

Rods, 1 to 3-16 inch.....26 @ 4.7

Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....5.5 @ 3.3

Nail Rod.....72 @ --

Sheet Russia, as to assortment.....(gold) 111 @ --

Sheet, Single, D. and T. Common.....38 @ --

Sheet, Double and Treble, Charcoal.....5 @ 4

Sheet Galvanized 1st and 2d quality.....List 25 @ 45 p. ct. disc.

Rails, English.....(gold).....per ton.....@ --

Rails, American, at Works in Penna.....c'y. 43 @ 45 --

STEEL--DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb. 14 @ 16

English Spring (2d and 1st quality).....@ 14

English Blister (2d and 1st quality).....9 @ 14

English Machinery.....9 @ 104

English German (2d and 1st quality).....104 @ 11

American Blister.....@ 9

American, Cast, Tool.....@ 16

American, Cast Spring.....@ 9

American Machinery.....@ 10

American German Spring.....@ --

NAILS--DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.

104 to 600. Com. Fence & Sheath per keg.....@ 3 10

8d. and 9d.@ 3 35

6d. and 7d.@ 3 60

4d. and 5d.@ 3 85

3d. and 4d. Light.....@ 4 60

2d. Fine.....@ 5 35

2d.@ 5 35

Cut Spikes, all sizes.....@ 3 35

TIN--DUTY: Pig, Bar and Block, 75¢; Plate and Sheets and Terna Plates, 1 1-10 cents per pound.

Blanca.....(gold) per lb. 20 @ 21

Strait.....(gold).....17 @ 17

English, L. & F.....(gold).....16 @ 17

English, Refined.....(gold).....17 @ 17

Plates--Fair to good brands.....Gold.

1. C. Charcoal.....per box. 7 @ 7 50

1. C. Coke.....6 @ 6 50

Coke Terna.....5 75 @ 6 12

Charcoal Terna.....6 50 @ 6 57

PETROLEUM--DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk).....14 @ 16

Crude 40@47 gravity (in shipping order).....18 @ 19

Refined, Standard White (in ship's order).....25 @ 26

Refined, S. W. (in jobbing lots).....27 @ 28

Refined, S. W. (in tin).....28 @ 30

Naptha, Refined (66@73 gravity).....12 @ 12

Residuum.....(in shipping order) per gall. 10 @ 10

COPPER--DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.

Copper, New Sheathing, (over 12 oz.) per lb.@ 31

Copper, Bolts.....@ 32

Copper, Braziers' (over 16 oz.).....@ 32

Copper, Nails.....@ 35

Copper, Old Sheathing, &c., mixed lots.....19 @ 20

Copper, American Ingot Lake.....18 @ 19

Copper, English Pig.....@ --

Yellow Metal, New Sheathing & bronze.....20 @ 21

Yellow Metal, Bolts.....28 @ 28

Yellow Metal, Nails, Sheathing & Slatting.....@ 21

LEAD--DUTY: Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish Ordinary.....(gold) per 100 lb. 6 62 @ 6 50

German Ordinary.....(gold) 6 62 @ 6 50

English.....(gold) 6 74 @ 6 90

Foreign Refined.....(gold) 6 75 @ --

Domestic.....(gold) 7 05 @ 7 10

COAL--DUTY: Bituminous, 75 cts. per ton of 23 bushels 50 lb. to the bushel; Anthracite, 75¢; other, 40 cents per 23 bushels of 50 lb. to the bushel.

Liverpool Gas Channel.....10 @ 11

Liverpool House Channel.....18 @ 17

Anthracite (by cargo).....per ton of 2,000 lb. 4 @ 6 25

Bleecker Street and Fulton Ferry Railroad.

The lease by which the Bleecker Street and Fulton Ferry Railroad is placed under the control of the Twenty-third Street Railroad Company for ninety-nine years was executed on Saturday, the 26th of August, and Mr. A. S. Southworth, the Receiver of the former road, has surrendered its appurtenances to the lessee. The lease provides that the Twenty-third street Railroad Company shall pay to the stockholders of the Bleecker Street Company a yearly dividend of at least one and one-half per cent. upon the stock, and shall also pay the interest on the bonds of the leased road. Mr. Jacob Sharp, President of the Twenty-third Street Company, is now in charge of the Bleecker Street Road. He says that within a very short time the road will have its up town terminus at the foot of West Twenty-third street instead of at Twelfth street and Tenth avenue. For some time tracks connecting these places have been ready for use. When the leased road begins at Twenty-third street, it will be operated directly by the managers of the company whose tributary it has become, and hence quite a number of changes will be made in its working force.

Work on the Omaha and Northwestern Railroad from Herman, in Washington county, to Tekamah, in Burt county, Nebraska, is now under full headway, and track laying is in progress at the rate of half a mile per day. Eighty cars of ties and sixty cars of rails have passed through Omaha for the road, and the company are pushing matters as much as possible. They have about fifty men employed at the present time.

Ground was broken at Matamoras, Pa., on the 24th ult., for the Lehigh and Eastern Railway, which is to extend 100 miles and connect with the Erie Railway at Port Jervis, N. Y. The road is to be finished on the 1st of April, 1877.

DIVIDENDS.

OFFICE OF HANNIBAL AND ST. JOSEPH R. R. Co.,
No. 78 BROADWAY, (P. O. Box No. 2,839),
New York, Aug. 24, 1876.

THE INTEREST MATURING SEPT. 1, 1876, on the fifteen year Eight per Cent. Convertible Bonds of this company will be paid on presentation of the proper coupons at the Bank of North America, No. 44 Wall st., New York, on and after Friday, Sept. 1, 1876.
JOHN P. ACKER, Treasurer.

THE TEXAS AND PACIFIC RAILWAY COMPANY.

The coupons of the first mortgage bonds of the Texas and Pacific Railway Company, maturing Sept. 1, 1876, will be paid in gold on and after that date, on presentation at the office of the company, No. 50 Exchange place, New York, or No. 275 South 4th st., Philadelphia. GEO. D. KRUMBHAR, Treasurer.

THIS DAY PUBLISHED.

TREATISE ON THE MECHANICAL THEORY
of
HEAT,

And its applications to the
STEAM ENGINE, &c.

By Prof. R. S. McCULLOCK,
Of the Washington and Lee Universities,
Svo, cloth, \$3 50.

D. VAN NOSTRAND, Publisher,
No. 23 Murray st. and No. 27 Warren st.

* Copies sent free, by mail, on receipt of price.

MACHINERY.]

BOGARDUS' PATENT UNIVERSAL ECCENTRIC MILLS--For grinding Bones, Ores, Sand, Old Crucibles, Fire Clay, Guanos, Oil Cake, Feed, Corn, Corn and Cob, Tobacco, Snuff, Sugar, Salts, Roots, Spices, Coffee, Coconut, Flaxseed, Asbestos, Mica, etc., and whatever cannot be ground by other mills. Also for Paints, Printers' Inks, Paste Blacking, etc. JOHN W. THOMSON, successor to JAMES BOGARDUS, corner of White and Elm sts., New York. 3m24*

Stetson's Patent Agency.

23 MURRAY ST., NEW YORK,
JUNE 1, 1876.

THE PRACTICE OF THIS OFFICE IN REGARD to rejected applications is changed. Instead of as heretofore taking a copy of the official letter of rejection and invariably sending the original to the client, and inviting suggestions to aid in urging the case, I now, unless instructed to the contrary, proceed at once to give it attention and argue or amend.

FINANCIAL.

ALEX. FROTHINGHAM & CO., BANKERS AND Brokers, No. 12 Wall st., make for customers desirable investments of large or small amounts in stocks of a legitimate character, which frequently pay from five to twenty times the amount invested every thirty days.

Reliable stock privileges negotiated at favorable rates. Stocks bought and carried as long as desired on deposit of three to five per cent. Circulars and weekly reports sent free. 1y23*

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

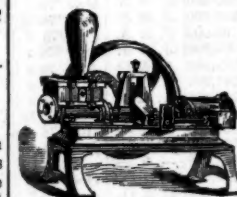
Narrow Gauge Freight and Passenger Cars having received their special attention, they are prepared to receive orders and to deliver promptly. Circulars sent on application.

PUMPS.

James Clayton,

MANUFACTURER OF

Fly-Wheel and Direct Acting Steam Pumps, Air Pumps, Vacuum Pumps, Air Compressor Pumps, etc.,
14 and 16 Water St.,
(Near Fulton Ferry)
BROOKLYN, N. Y.

A. WHITNEY & SONS,
CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

90

Rawlin's Metallic Paint.

The Cheapest, Best, Most Durable, Most Fire, Water and Weather Proof paint made. Used by the Pacific Mail Steamship Co., and Union Pacific R. R. Co.

Address all Orders
Rawlins Metallic Paint Co.,
Rawlins, Wyoming Territory.
C. F. Goodman, Omaha, Neb.
John Alston & Co.,
179 and 181 Randolph St.,
Chicago, Ill.

PER CENT
IRON

THE PHOENIX IRON CO.,
410 Walnut St., Philadelphia,
MANUFACTURERS OF
CURVED, STRAIGHT AND HIPPED
Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.

**DECK BEAMS, CHANNEL, ANGLE
AND T BARS**
curved to template, largely used in the construction of
Iron Vessels.

**Patent Wrought Iron Columns,
Weldless Eye Bars,**
for top and bottom chords of bridges.

**Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.**

Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVES, President.

ESTABLISHED, 1821.

MORRIS, TASKER & CO., Limited.

**PASCAL IRON WORKS,
PHILADELPHIA.**

**DELAWARE IRON CO.,
NEW CASTLE, DELAWARE.**

Office 209 SOUTH THIRD Street, Philadelphia.
Office and Warehouse, No. 15 GOLD St., New York.
Office and Warehouse, No. 38 OLIVER St., Boston.
Manufacturers of Wrought Iron Welded Tubes, plain,
galvanized and rubber coated, for gas, steam and water.
Lap-Welded Charcoal Iron Boiler Tubes.
Oil Well Tubing and Casing.
Gas and Steam Fittings, Brass Valves and Cocks.
Gas and Steam Fitters' Tools.
Cast Iron Gas and Water Pipe.
Street Lamp Posts and Lanterns.
Improved Coal Gas Apparatus.
Improved Sugar Machinery, &c.

We would call special attention to our
Patent Vulcanized Rubber-coated
Tube.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-
net, Rifle, and Pistol, made to Order.

JAS. R. THOMPSON,

J. H. GAUTIER,
D. G. GAUTIER,

B. ILLINGSWORTH,
H. DICKINSON.

For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,

of every description, and for all purposes. Made by

RICHARD H. ROGERS,

Die Sinker and Letter Cutter,

No. 50 Fulton Street, New York.

Name Punches, Alphabets, Figures, and every variety
of Steel Stamp Work for

RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail
promptly answered.

ESTABLISHED 1857.
**C. EDWARD HECHT,
LEHICTON PAINT WORKS,
EASTON, PA.**
LEADS, ZINCS, COLORS, VARNISHES, DRYERS and PAINTS, "Always Ready" Mixed,
ALL COLORS BY THE GALLON.

BALDWIN LOCOMOTIVE WORKS.



BURNHAM, PARRY, WILLIAMS & CO., Philadelphia.

LOCOMOTIVE ENGINES,

Especially adapted to every variety of Railroad use.

All Work Accurately Fitted to Gauges, and Thoroughly Interchangeable. Plan, Materials, Work-
manship, Finish, and Efficiency Fully Guaranteed.

WM. P. CONVERSE & CO.,
54 Pine St., New York Agents.

BURNHAM, PARRY, WILLIAMS & CO.,
Philadelphia

CAST-STEEL WORKS

OF

**FRIED. KRUPP,
ESSEN, GERMANY.**

TIRES, AXLES, WHEELS, &c.

SPRING, TOOL & ROLL STEEL.

Represented by

**THOS. PROSSER & SON,
15 Gold St., New York.**

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-
pared to contract to deliver best quality American
or Welsh, Steel or Iron Rails, and of any required
weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
23 Nassau Street,
NEW YORK.

RIEHLE BROS.

**SCALES
AND
TESTING
MACHINES**

Office and Works, 9th st. above Master, Philadelphia.
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.
New York Store, 98 Liberty st.
Pittsburg Store, 43 Smithfield st.

Scales for Railroads, Elevators and Wharves.
Scales for Furnaces, Rolling Mills, Mines, etc.
Testing Machines adopted by U. S. Government
Send for Illustrated Price List.

THE
**TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,**

TAUNTON, MASS.,
HAVING large facilities, and having had a long expe-
rience in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF
**RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS.
SUGAR MILLS, SHAFTING, ETC.**

HARRISON TWEED,

Agent and Treasurer.

P. I. PERBIN, Sup't.

BALL'S PATENT TELESCOPE JACK.



ALBERT BRIDGES,

MANUFACTURER AND DEALER IN

Railway and Mining Supplies and Machinery,
No. 46 CORTLANDT STREET,

P. O. Box, 2843.

NEW YORK.

ABSOLUTE SAFETY AT SEA! CAMMELL'S CAST STEEL.

LIFE SAVING SUITS

FOR

Ocean Travel.

The Continuous Disasters at Sea

and the almost countless lives that have been lost, urge the introduction of more effective appliances for saving life than have yet been generally adopted. In response to the great public demand, the American Life Saving Suit Company now presents a

Practical Life-Saving Suit.

This suit having been tested and approved by the most scientific and practical authorities, we now offer as a means of absolute safety from death by drowning. The invention now offered claims its superiority over all similar inventions, in that it floats the body in a vertical position in the roughest sea, preserves the natural caloric of the body for any number of days, with capacity for carrying provisions for ten days; and signals to attract attention from passing vessels.

This suit embodies three principles, which are imperative in a life-saving dress:

First—A buoyancy which supports the body in a vertical position, and maintains it as from a natural law.

Second—Protection from water and weather, and consequent chill.

Third—A commissariat department, to which is attached signals, with capacity for carrying valuables, etc., etc.

This suit is put on over ordinary clothing except shoes and hat, and can be put on inside of five minutes, and is let to passengers on transatlantic steamers at the low price of FIVE DOLLARS A TRIP.

"This life-dress is one of the most valuable inventions—perhaps the most valuable—to be found anywhere. It is an absolute preserver of life in the event of wreck or fire or any form of sea-accident, by which the vessel is destroyed. Had the *Schiller*, or any of the lost fleets of past years, been amply provided with these suits, no one life—except, perhaps, some infant's—need have been lost. Scarcely one of all the ships which in the past have sailed silently away and have never afterwards furled their sails and come to the shore again, would have gone down unstoried, with no survivor left to tell the dismal tale of collision, of ice-pack, of breakers, of hidden rock, of fire, or of destructive gale, had each and all borne these suits as a part of the outfit. With the history of the past strewn with wrecks of precious freighted ships, who shall say that any device which robs shipwreck of its chief terrors, is not one of vast importance and priceless value?"

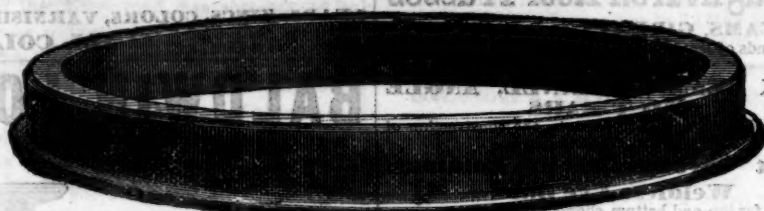
This Company also own THE BEST LIFE PRESERVER IN THE WORLD—can be adjusted in one second. It can be carried in the pocket. No person traveling either on the lakes, or river steamers, should be without one.

Call and see both the above, or send for pamphlet.

THE AMERICAN LIFE-SAVING SUIT CO.,

No. 14 NEW CHURCH ST. (Near Dey),

NEW YORK



ROLLED AT JERSEY CITY

BY

W. BAILEY LANG & CO.

New York

AND

Boston.

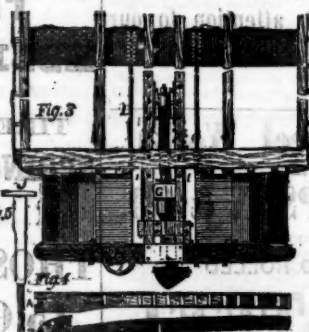
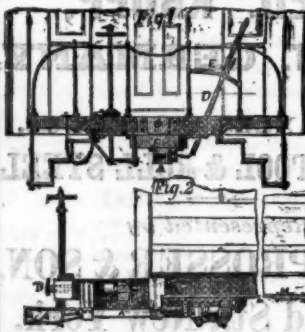
CORYDON WINCH,

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

MILLER'S TRUSSED PLATFORMS,

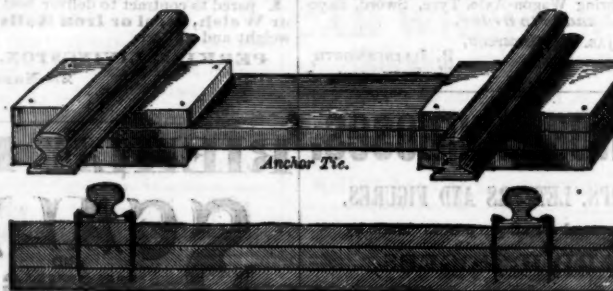


COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
**RAILROAD
PASSENGER CARS.**
OFFICE,
6 PARK PLACE,
NEW YORK.

Send for Illustrated Pamphlet,
and call and see working Models.
E. MILLER, Patentee.

TRIPLER RAILROAD CROSS TIE COMPANY,

235 SOUTH THIRD STREET, PHILADELPHIA, PA.



Anchor Tie.

Sectional Tie.

These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection.

For further particulars, testimonials, &c., apply to

A. B. TRIPLER, Agent, 235 S. Third Street.

N. B.—Those Roads wishing to adopt this Tie, situated at a distance from the factory, the T. R. C. T. Co. are prepared to put up work as near as possible to the line of the road, thus saving the cost of transportation.